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DIRT BIKE

JULY 1979 • \$1.25 Uk60p

**WHO CAN
BEAT BOB
HANNAH?**

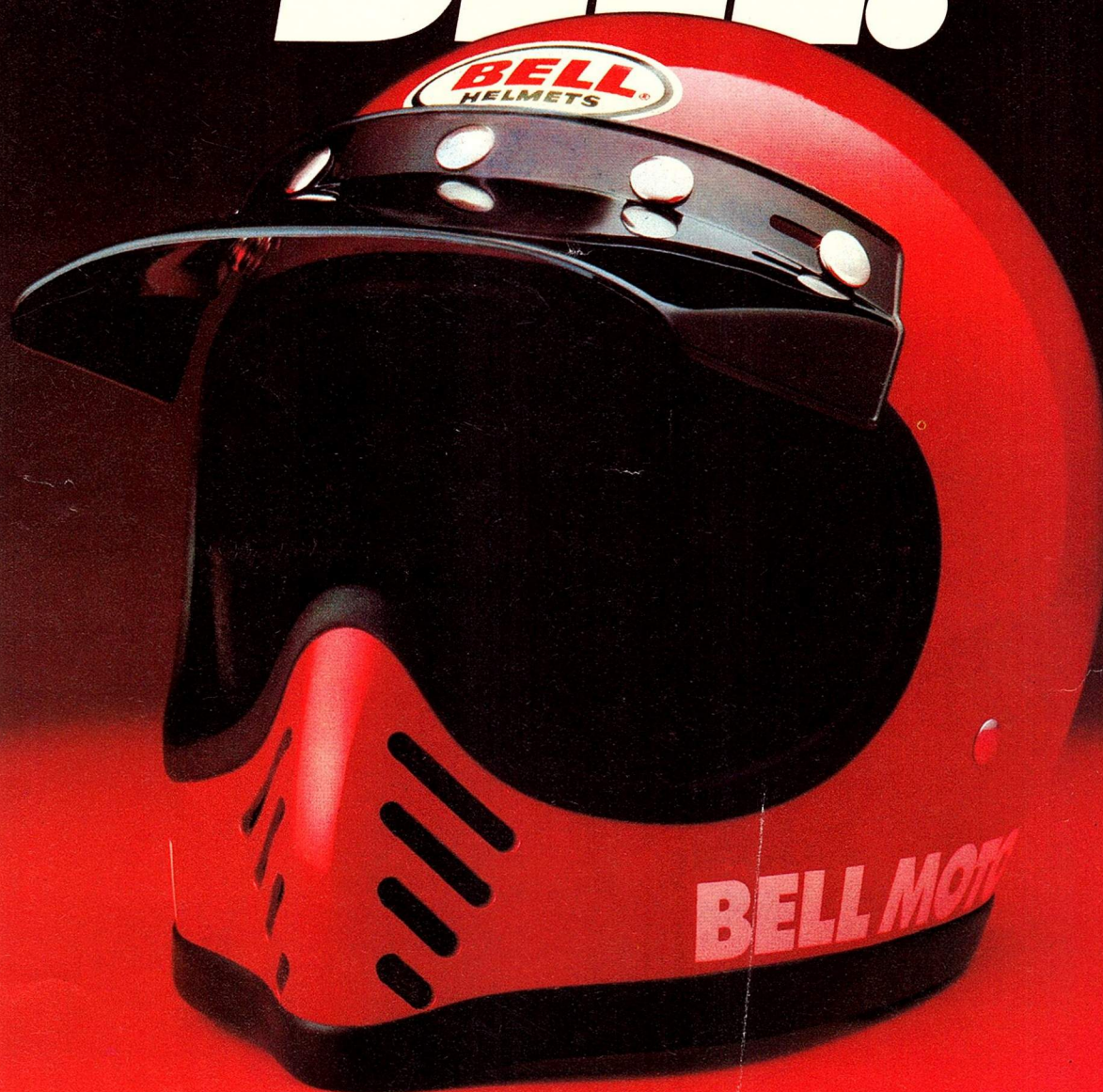
- **SUZUKI PE175**
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**WATER
WINGS IN
OKLAHOMA:
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ISSN 0364-1546

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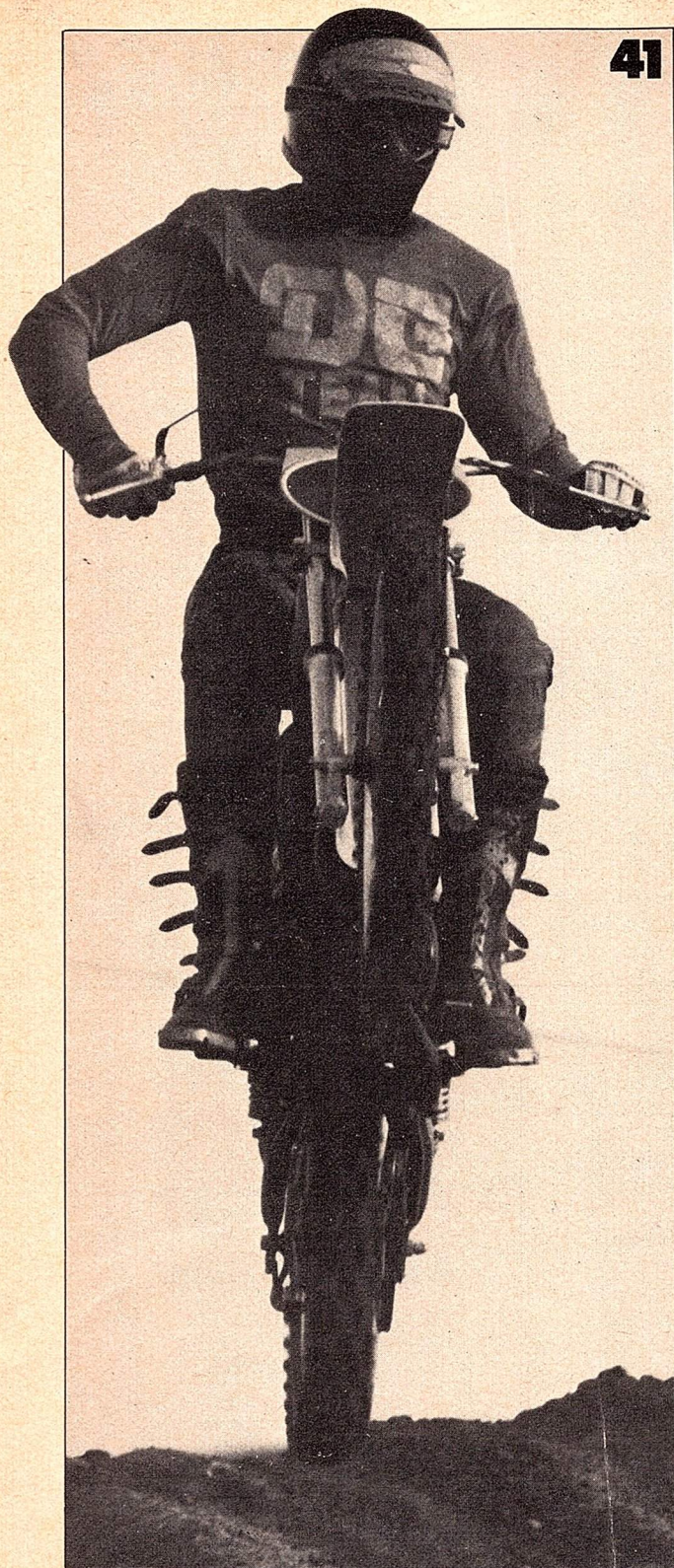
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Bell Helmets, Inc., 15301 Shoemaker Ave., Norwalk, CA 90650.



DIRT BIKE

Volume 9 No. 7
July 1979



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On the cover:

Hannah, the unstoppable, almost met his match at the Saddleback 125/250 National in April. Who can beat him? See page 26. Photo by Ned Owens.

From The Saddle

The law, according to Murphy

By Rick Sieman

A friend of mine, once upon a time, ran into the back of a water truck as he was leading a race. He escaped with very light injuries, but put a dent in the side of the plate steel tank and moved the water truck about four feet to the side, upon impact. His bike was twisted into a very, very expensive and unrideable knot of sorts.

Later, as he nursed a rapidly purpling knee, with the seventh of 11 beers, he turned to me and moaned: "Murphy's Law. That's what it was. Murphy's Law in action. If anything can go wrong, it will."

I nodded my head sagely (how else does one nod a head?) and agreed with him. Yes, indeed, Murphy's Law does seem to apply to dirt bikers in a rather dynamic fashion. I thought back to one time, during a desert race, when my rear wheel fell off on a dry lake bed, and I *never* found it. Ever.

Further thought, aided by the brewer's art, led me to consider *other* laws that affect us as dirt riders. Thus:

Talbot's Unspeakable Law

If anything on your bike is working well, and you mention it, it will either break, or no longer work. Example: If you go up to a friend and say, "Gee, my bike is running clean today," sure enough, it'll probably seize later in that day.

Talbot's Unspeakable Law, Part II

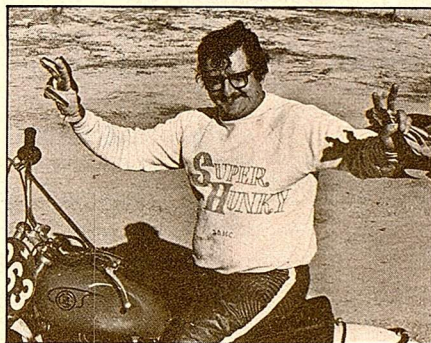
If you say anything bad about your bike, it will happen. Example: "Those fork seals of mine always blow, especially when I'm doing well." This sort of comment just about assures a set of blown seals, usually when you're leading the pack on the steep downhill with the blind drop-away jump.

From the above two laws, one can see that it's best not to ever say *anything* about your bike.

Krause's Law of Diminishing Returns

The first 90 percent of a job takes only 10 percent of the time. The next five percent takes 75 percent of the time and the remaining five percent of the job will consume the left-over 65 percent. Or something like that.

(Editor's note: No explanation is needed here, if you've ever split your



cases, or have done a top-end job.)

Owens' Law of Desperation

When in doubt, never ask a mechanic. Example: You are confused as can be. You're not sure just where the shim goes in relation to the spacer on the layshaft. The transmission is neatly spread out all over your workbench. In desperation, you call a local shop and ask for the service department, asking the mechanic for advice. He tells you *absolutely* that the grooved side of the thing goes right next to the flat side of the widget and the whole works slips on top of the funny-looking splined gear. You assemble the engine and gearbox, happy as a clam. The first time the bike is running and third gear is engaged, a horrible sound emanates from the innards of the box. You know, you just *know* what happened. In desperation, you take the ailing machine to the same mechanic you called and he scornfully tells you that you put the widget and the thing in wrong. Nothing you can say fazes him. All you can do is sigh and reach for your wallet.

Super Hunky's Law of Selective Destruction

The most damage will happen to a bike during the lightest crash. Note: This particular law is my favorite. I have seen a motorcycle tumble end over end for nearly a thousand feet down a hill and virtually nothing happens to the machine. On the other hand, I have watched a bike in my garage lazily tip over and fall to the floor, with the end result being a broken case cover, bent bars,

(Continued on page 13)

DIRT BIKE

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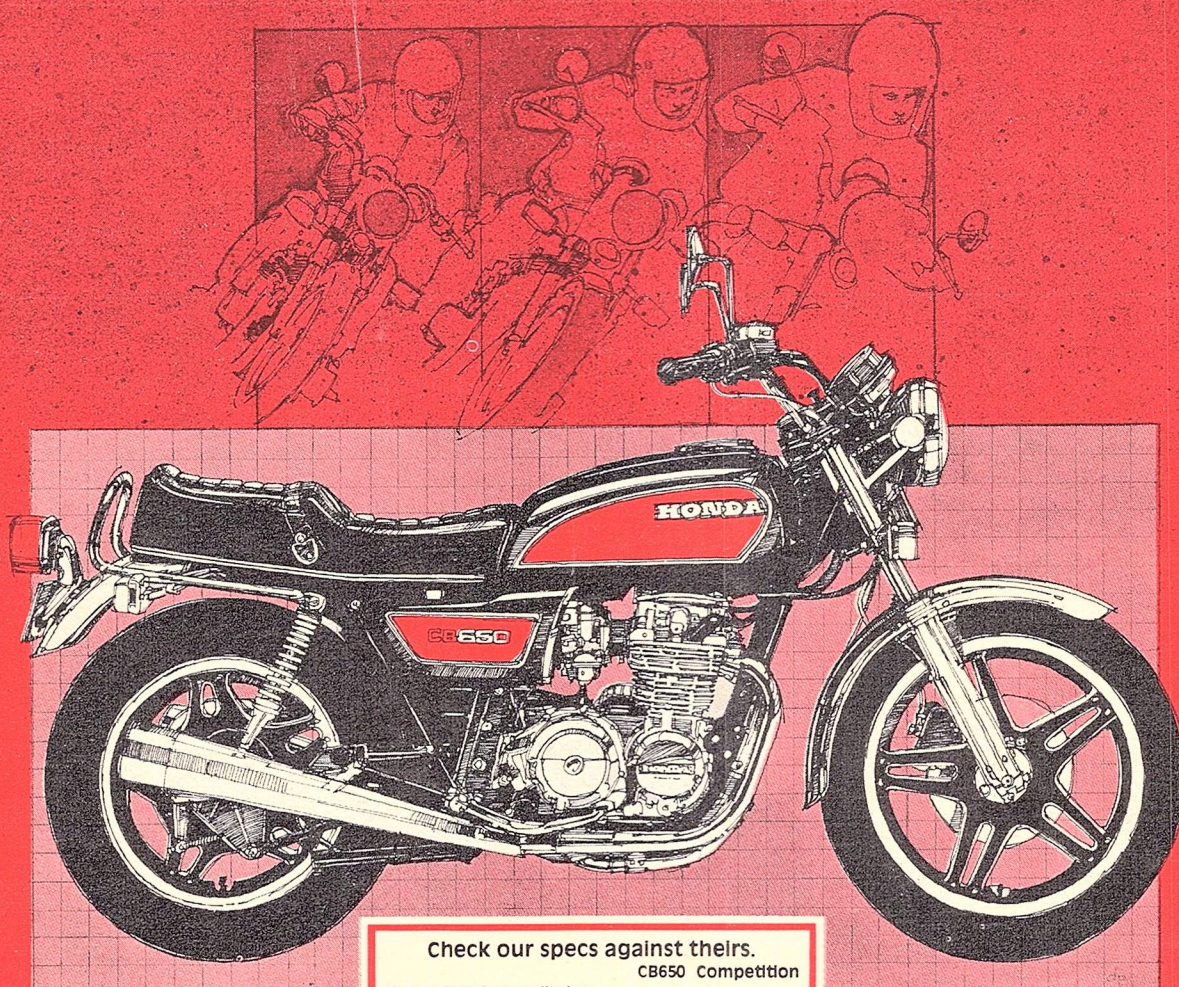
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has to say about the CB650: "Apart from being something of a bargain, it looks good, handles very well, offers a superior ride, is a gas miser, and will whip the wheels off of anything in its class!"

Check out the 1979 Honda CB650. Rated tops by the experts. But you don't have to be an expert to own one.

HONDA

GOING STRONG!

Owensmouth

Tag team MX, or maybe rollerball?

By Ned Owens

I was trapped between the typewriter and the TV. I'd type for a while, then watch some of the sports on the tube. Then, back to the typewriter.

It was another beautiful weekend and by all rights, I should have been out on a high, fast trail, plowing through the last little patches of snow left from the moderate winter.

But as luck, and deadline scheduling, would have it, I sat transfixed between the two electric-powered machines. I'd been mincing at the keys for the better part of this Sunday afternoon, so I'd gotten a solid look at nearly six hours of TV sports on five channels, not including Thai kick boxing on channel 40 or the bullfights on 34.

Usually, I don't even bother to watch — if I happen to be home — unless I've scoured the TV guide for something that will keep me interested — like the title fights.

I don't really get excited about watching two minorities beat each other senseless for enormous amounts of money. But it seems that with the sometimes lopsided matching and indeterminate time-span of their performances, it's a good idea to keep an eye on them to find out what the replacement is going to be. I missed some motocross coverage a couple of weeks earlier after a first round knockout.

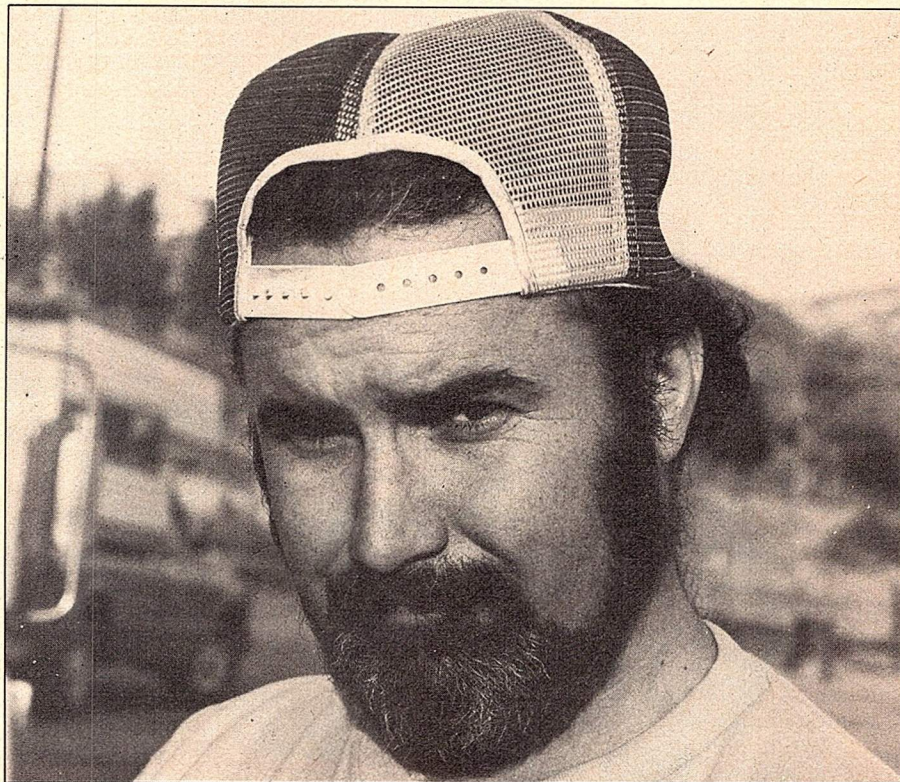
It seems the networks needed about an hour's worth of filler to cover for the glass-jaw who faded in the first, so they pumped in a rerun of the 500 USGP — at least that's what I heard from someone who heard about it. I'd seen it live, and then on TV once, but I've also seen "On Any Sunday" nine times, so I'm always hungry for more motorcycle action.

But, here I was, again in front of the box. Already, I had witnessed: • Five divers jump from a 160-foot tower into a 15-foot pool.

• Several horses died and a handful of riders and their mounts were maimed during a steeplechase (a final tally was never announced, but some of each never moved after falling).

• Twenty or thirty men whacked small petrochemical balls around some little-used, very expensive real estate with metal sticks for an amazing amount of money.

• Two women batted a peach-like



ball back and forth over a low net in front of 2400 (yawn) spectators in the afternoon's first real display of physical strength, coordination and skill.

• A dozen or so giants elbowed each other under the nets with another excellent display of what a true sport is, as they tried to wrap up their bloated season with the playoffs.

• And to cap everything off, the local Angels and a Northern California team with funny uniforms managed to slough off an entire afternoon in front of 2000 (snore) no-doubt impressed spectators.

Oh, two things I didn't mention. There was *no* — unbelievable as it may seem — ice skating or ice dancing for the first time in at least 11 straight weeks. Maybe Mr. Button was ill or on vacation, but I'll certainly expect to see one or both fill their usual spot on the weekly agenda.

The other thing I didn't mention was that there were no less than three gymnastics events — not world-class competition, but a couple of collegiate meets and an exhibition of the ever-traveling Russians. I'm told that there is increasing enthusiasm and interest

in gymnastics, but an exhibition? That's really stretching for material.

Why, in this glut of Sunday sports, didn't we hear a motorcycle engine of any type or size? Well, if it had been a couple of months earlier we may have. See, back in the winter when it's cold and your poor old scooter is parked in an unheated garage, with the gear oil congealing to about 140-weight, you are the captive audience. There are nearly 10 million motorcycle riders in the U.S. In the dead of winter, the networks can expect many of them to watch a bike race — even if it's held over from June.

But as things start to warm up, their audience disappears. On that nice weekend, we're out doing, instead of watching. There are a certain number of motorcycle spectators who haven't ever ridden, I suppose, but there is a good chance that the opportunity hasn't yet presented itself. So the motorcycle spectator is a participator, as well as a watcher.

For most of the other sports it's the other way around. No one I know dives from 16 feet, much less 160. Horse racing is done by a few, but watched —

and betted on — by many. (I always wondered how popular this sport would be if the better windows were closed.) Only the twice-a-year golfer would have watched a match on TV this fine day. Same for the active tennis folks. Why watch when you can do?

So I guess at this point, you'd just expect to not see any bike stuff except in the winter. But, there are actually ways to increase the number of airings and maybe even coverage of the various national series. But it'll take some realignment of our policies and thinking.

First off, we'll find the promoter who managed to convince the networks that the public couldn't let a week go by without seeing ice skating on TV. If he did that, he can sell anything. He'll convince the execs for us.

Secondly, and maybe as a result of the above move, all bike events will have to be run to appropriate music. Trials meets could be accompanied with a Chopin ditty, or a sleepy Brahms lullaby. Flat-track would go nicely with Flatt and Scruggs on "Foggy Mountain Breakdown," or the "Orange Blossom Special."

New Jersey enduro riders could flog through the pines to Tom Waits. All stadium events would fit Led Zeppelin or Ted Nugent to a Tee. Any night motocross events, especially in California, are pure Punk, though. With a little tailoring and some choreography it'll all work with music.

Thirdly, we need to make amateur motocross an Olympic event. It's no coincidence that amateur Olympic-type events are getting more and more air time — not because everyone is fascinated by 14-year-old Russian girls in Danskins, but because the networks are paving the way to their Olympics by creating their own stars. After two to three years of hearing about no-name hopefuls, you'll just be dying to see how they do in the five-ring circus. So, if we get amateur racers in the games, they'll just have to start airing them for star potential. But, we might also consider wearing tights — especially the girls.

Phase four will involve the pro riders. First off, the top 25 riders will have to hold out for more money as the season begins. We'll hire some slick to be a rider representative who will do all the bargaining. Coverage of the hold-out will feature the obligatory bickering with team managers solemnly shaking their heads and complaining about how it'll ruin the sport. It'll be great stuff for the evening news. Why shouldn't Bob Hannah make in a year what the Eagles make in one big outdoor concert, I ask? And to

(Continued on page 15)



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Last Over

Justifying fun at a dollar a gallon

By Paul Clipper

How in the world are you going to convince your parents (or spouse) that a new woods romper is a worthwhile expense? Oh, it's easy to sit there and talk till you're blue in the face, about how your mental health depends on it, or that it's the only thing standing between you and obesity — and keeping you off the streets at night. But, in light of the present state of the oil industry, these old arguments pale in the prospect of supporting another gas-guzzler, no matter what the size. Why, there are actually people out there who think that recreational riding is a complete waste of fuel, and that we're the folks who are causing this whole mess. *Lots of people.*

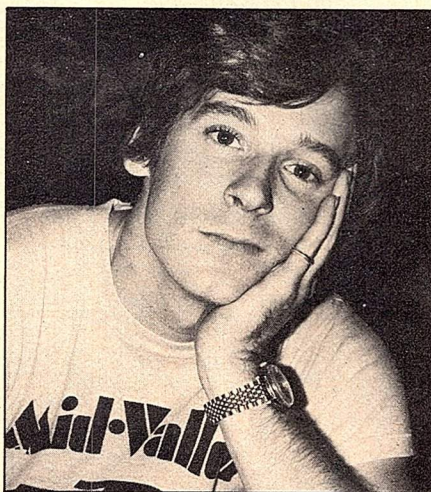
How can you fight this problem, and at the same time convince your relatives that you really are conservation-minded?

Go underground!

Listen! Here's the plan: First you start muttering about the price of fuel. Should be pretty easy, considering the beating we're taking these days. Next, run a mileage test on your four-wheeled transportation, inflate the figures a little bit, and then gripe about that for a while. Just to put you into perspective, anything under 20 mpg is almost considered scandalous these days. Work up some heavy indignation.

Then, the next time the old bomb breaks down, or needs a tune-up badly (should be soon, now), freak out completely. Scream, holler and yell about the blasted thing draining you for all you're worth, and then just flat announce that you're going to buy a street/trail bike. Explain calmly and rationally that they are lighter than most street bikes, more responsive, and are capable of better gas mileage — considering the smaller motors. If you play the part well enough up to this point, all the objections should be minimal. Especially when you tell them that you plan to sell your car to pay for it. Yeah, that's right, you might as well go hard-core, and ride it to work, too. You might even be lucky enough to have a couple of trails between work and home, and there are plenty of things worse than a quick ride before and after a day on the job, or school.

Just think! Busting a few trailside berms, popping up the front over a few bumps, and cruising through the



woods first thing on a nice spring/summer/fall morning, working out the kinks of the night before.

Anticipating the sting of that much-needed cup of mud, on your first of a series of unauthorized coffee breaks (we know you do it) for the day. It's a well-known fact that flailing around in a four-wheeled behemoth, fighting the traffic on the way to work, is the best way to make yourself miserable for the better part of the morning. And thinking about the fight home will blow the afternoon every time, unless you like that sort of thing. If that's the case, you can buy *my* car.

But, kicking up a few clods never hurt anybody. Jeez, just think about it. There're no stoplights on a trail, hardly any traffic during the week, and no posted speed limit (although we all know, even if we don't care to admit it, that the chances of exceeding the national average on 90 percent of our trails is folly). I have daydreams about having ten miles of nice, easy, wide trails — through hills, fields and tall forests — on the way to the office. I have a mental photograph burnt into my skull, of an old carriage road in Winslow Township, New Jersey, that winds through a hardwood forest flanked with cool marshes, part of a trail system we used to ride from Blackwood to Blue Anchor. Along the way were powerline roads, and swamps, deep blue lakes and a little asphalt, a good combination of everything that makes trail riding fun. Not too difficult, and fast as hell. Just the thought of being able to run that route twice a day is enough to make me consider a career writing copy for

greeting cards.

Yeech, that's *hard-core*.

"But hey," you might ask, "you just mentioned three seasons, what about that last one, the one we don't like to think about?" No sweat: Bundle up. Keeping warm is not as difficult, usually, as cooling off, in my book. Actually, we have three choices. Use your license plate, and follow the plowed roads to work. That's why we wanted a dual-purpose bike, right? Or was it just so the guy in the filling station didn't look at you funny?

Or, you can mount up a fresh set of knobs, and tackle the trail in the snow. Traction isn't that bad, and it gives you a whole new perspective on the woods. Of course, the trail might be a little hard to follow — think of it as a game. Carry some matches. Or, you can bum a ride to work. This is known as a cop-out.

We could even go one further, and set up a bike for *real* dual-purpose use. One extra set of wheels, with some sort of street-type rubber wrapped around them. Trials tires, maybe, or better yet, a set of those claw-action/trials-type tires that come stock on the Honda XLs. They're worlds better than a standard trials pattern in the dirt, and they still aren't as bad as knobbies on the street. You could set up the extra rear unit with taller gearing than the dirt set, and not have to buzz it as much when you're cruising. The chain would have to be shorter, but if it didn't have to fight with a whole lot of mud and water, you could get away with a cheap one. How about a quick-disconnect taillight?

We could get into this with both feet, and take a really good-handling, street-illegal enduro machine, and with a little patient work make it just as innocent looking (and sounding, please) as a Honda XL. Turn your IT into a DT, your PE into a TS, XRs into XLs, and all your European mounts into one of the above, and let's put plates on them. Take to the streets in the name of conservation!

The only thing that has to change is our attitude. Oh, please, don't get out your poison pens yet. DIRT BIKE isn't going to start testing street bikes again. That idiocy is long gone. Let's just think a little bit about mixing fun with transportation, and start pointing the accusing finger at the real fuel-wasters in this world. □

PIRELLI PRIDE

Bob Hannah, America's winningest motocross rider, takes his racing **very** seriously. He demands the best of everything. All the suspension, handling and power in the world doesn't help if he can't get the traction he needs. "The Hurricane" plans on keeping his #1 plate; that's why he uses what he feels are the #1 tires—Pirelli.

Up front he breaks trail and leads the pack with the 3.00x21 GaraCross to prevent slide-outs and to be sure that his tire goes exactly where he points it, regardless of terrain or dirt hardness. His works Yamaha is powered in the rear by the 4.00 x 18 GaraCross (have you noticed all the "unusual" hole-shots he's been getting since switching tire brands?).

Hannah takes pride in his racing achievements and wins — that's why he, along with other Champions like Heikki Mikkola, picks Pirelli as the tire to do the job. When you're #1 you don't take second best.

GARACROSS MT-16 (Choice of Bob Hannah)
Track surface application: semi-hard, muddy, rocky, washboard, and sandy.
5.00x17/4-ply . **\$79.50** 3.00x21/4-ply . **\$53.95**
4.50x18/4-ply . **\$71.95** 100/90x18/3-ply **\$54.95**
4.00x18/4-ply . **\$66.50** ALL TUBES **\$8.95**



SOLE U.S. DISTRIBUTOR

PENTACROSS MT-25

(Choice of Heikki Mikkola)

Track surface application:
super hard, hard/tight,
dry/slippery.

3.00x21/4-ply Blueline **\$53.95**
4.50x18/4-ply Blueline **\$71.95**

SHIPPING CHARGES

(MUST BE ADDED TO ALL ORDERS)

	West of Rockies	Mid West	East of Miss.
Front	\$2.00	\$2.95	\$3.50
Rear	\$2.55	\$4.65	\$5.50
Tubes	\$1.00	\$1.34	\$1.65

QTY	TIRE DESCRIPTION	UNIT PRICE	SHIPPING FEE	TOTAL
	(FRONT)			
	(REAR)			
	(TUBE)			

*All tire/tube prices include FET. Refer to chart for added shipping fees.

CALIF. SALES TAX
AMOUNT ENCLOSED

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City _____ State _____ Zip _____

___ C.O.D. ___ Visa ___ American Express Expir. Date _____ Card No. _____

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(714) 427-0971 TELEX NO. 697-869

Mr. Know It All

Cheap protection

Dear Mr. Know-It-All,

I own a '78 Suzuki RM125. The problem is that I just got a pair of 17½ S&W shocks for it. When I start riding the chain will cut through the rubber piece and the swingarm. I would like to know where I can get a roller to fit over my swingarm so the chain will go over, like the Yamaha's. The Yamaha's roller is too small to fit on mine, and I don't want to get a swingarm saver (a block of hard plastic that bolts onto the swingarm) if I don't have to, because you have to keep on replacing it. Do you know where I can get one to fit my swingarm? Thank you.

Paul Benjamin
Austin, Texas

Now quit whining, Benjamin, and pay attention to these alternatives. You can install a steel wear plate of a medium-gauge sheet steel on the wear surface of your swingarm by simply doing a little cutting and fitting and drilling a couple of six-millimeter holes and tapping the swingarm to accept it. The folks at LOP have solved a similar problem when using their Bannaner swingarm on the RM models. They suggest the use of a '78 or '79 YZ250 dust cap and roller, which should fit directly onto your RM, if you remove the stock washer. You have simply been using the wrong Yamaha roller. Could it be that the Yamaha parts man is giving you the wrong one just to aggravate you? Stay tuned next month for the sawing saga of the swingarm — starring Paul Benjamin.

Tasty plugs?

Mr. Knows Everything,

I have a 1976 AW400, and I have been having a hassle with the electrical system. The bike is hard to start, and loads up easily even with a fresh set of points and condenser, and a timing job. I've even gone through one upper coil so far this season. Does anybody make an electronic ignition to replace the conventional setup? Bump-starting is the order of the day, and the thing aggravates me so much sometimes I could spit spark plugs. Please help.

Bill Thomas
Dayton, Ohio

Cool your air gap, Thomas, help is on the way. Just for some background, a couple of electronic systems were devised for the earlier-model Maico engines. One was a German system made by Krober, and another system was a homemade job by a fellow in Utah. For varying reasons of reliability



and economic feasibility, neither system is available any longer.

Despite the absence of an electronic replacement, there is an option available that will prompt your Maico to life in no uncertain terms. The item I am referring to, is a replacement high-voltage coil to replace the stocker mounted under the tank. The device is aptly named the Krause Koil, and is available from Krause Racing for \$24.95. It is simply a step-up transformer with a greater number of coil turns in the secondary, resulting in a higher induced voltage and consequently a much hotter spark. Would you expect less of the Wizard of Menlo Park?

The benefits are a Maico that starts easier than a 100 Hodaka Super Rat, doesn't foul plugs at anywhere near the normal rate, and much better low-end response, evidently from a more thorough combustion at the lower rpm rate. Worth the price of admission? You bet! The Krause Koil literally scares the electrons half to death. Of course, they're available from Yours Truly. You should have known, Thomas.

Identical twins

Dear Mr. Know-It-All,

I own a 1978 IT175. I was wondering if a "Phase 2" YZ125 air filter would

work in my bike. I compared my filter with the "Phase 2" and they look the same — in size, that is. What do you think?

Dana Emery
Fallon, Nevada

Brilliant, Emery, simply brilliant. Not only do they look exactly alike in shape and size, they are alike. The exact same filter that fits the YZ125D and E models will also fit the IT175D and E as well. Interchangeable and identical. You really should have known.

Rubbing the wrong way

Dear Mr. Know-It-All,

I am the owner of a Suzuki PE250. Can you kindly advise me how I could stop the upper part of the drive chain from rubbing on the bike frame above the drive chain buffer where the frame branches in a "V."

I have adjusted the chain frequently, as per the Suzuki manual, and have the rear shocks in the hardest position. Total mileage to date, 700 miles.

Best Wishes,
A.T. Meredith

I recommend the use of a wear plate attached to that portion of the frame where your interference is taking place. The contact is unavoidable, and you should simply provide a wear surface for that chain. Very early-model Maicos exhibited the same tendency to rub on a portion of the frame tubing, and the problem was partially solved by flattening the surface where the chain contacted the tubing and then installing a piece of nylon or thin-gauge steel plate. A similar approach would solve your same problem in jolly good fashion.

Fan dance

Dear Mr. Know-It-All,

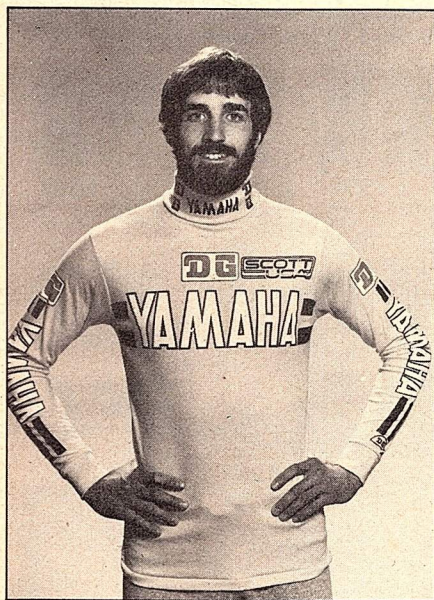
This Christmas I got a KX80. I've just been riding for a little while and I'd like to know how to fan the clutch properly.

Mike Favre
Roy, Washington

Obviously, Favre, there is only one way to go. A matched set of gorgeous, bronzed-bodied Polynesian girls stripped to the waist and oiled, waving massive palm leaves. How else?

If you would like to ask a reasonably intelligent question of Mister Know It All, take pen in hand and address it thusly:
MISTER KNOW IT ALL
c/o DIRT BIKE MAGAZINE
16200 VENTURA BLVD.
ENCINO, CA. 91436

New Products



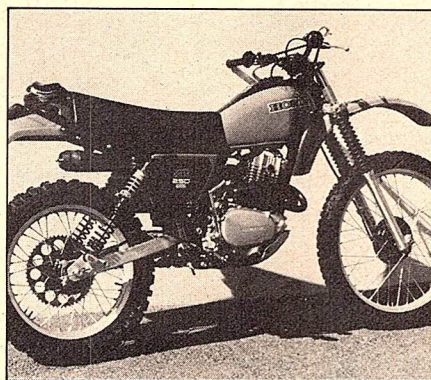
DG NEK-SAVER

New, and long-awaited, from DG Performance, is the Nek-Saver jersey. It is made from 100-percent cotton, and the turtleneck design offers protection never before available to the competition rider. How many times have you been hit in the neck with a clod? Or by a clod? Either way, you'll be a lot more comfortable in the Nek-Saver. It is available in the usual sizes, with either Yamaha, Suzuki, Kawasaki, Honda or Team DG logos. Get it at your local dealer, or: DG Performance, 1170 Van Horne, Anaheim, California 92806.



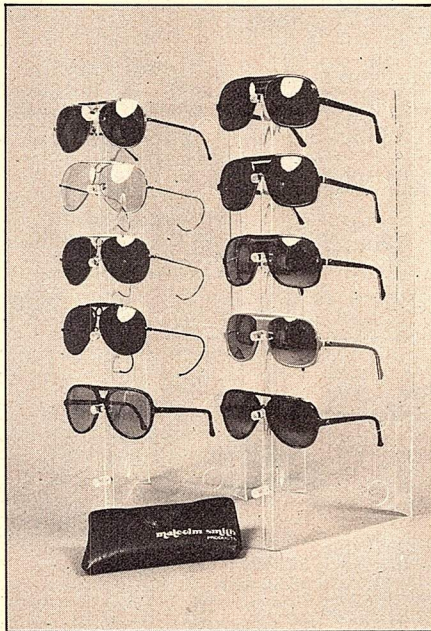
MOST OUTRAGEOUS SEAT AWARD

That's what Graham's Sheet Metal wins for this one. They say that "the new CLC Motocross Seatcover line can help cure the look-alikes." They sure will do that. Costing \$19.95, they are made from durable expanding vinyl and are really colorful. The Suzuki version (shown) is yellow and blue, Honda is red and yellow, Yamaha is yellow and black, and Maico is red and yellow. They all come with the brand name printed on the side, and aren't affected by color rub-off from leathers or boots. Available from Graham's through your local dealer.



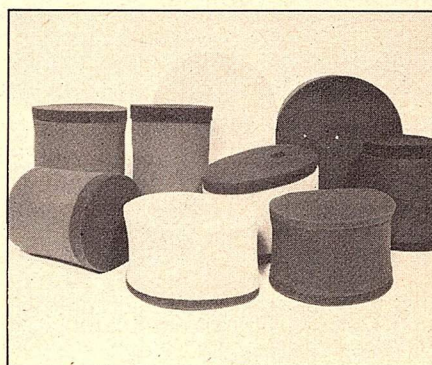
HONDA XR/XL HOP-UP

White Brothers Cycle Specialties is offering a complete line of hop-up parts for the Honda XR/XL185, 250 and 500 — such items as swingarms, shocks and fork kits, carb kits, handlebars, exhaust pipes and Super Trapp silencers. Engine kits are also available, including pistons, rings, cams, plus all manner of porting and head work. Sounds like everything necessary to make your X-whatever into whatever you want it to be. For more information drop a line to: White Brothers Cycle Specialties, 11611 Salinas Drive, Suite M, Garden Grove, California 92643; (714) 638-1653.



SIGNATURE SUNGLASSES

Malcolm Smith is introducing his totally new line of "Signature" sunglasses, unique in their high quality and reasonable prices. All the glasses feature optically correct ground and polished glass, and are available in a variety of lens and frame styles. Too numerous to name them all here, the prices range from \$16 to \$32, and they all come with a quality hard vinyl case. For a complete description of all the styles available, ask your local dealer or contact: Malcolm Smith, 7563 Indiana, Riverside, California 92504.



COLOR COORDINATED FILTERS

Uni Filter is introducing its new line of two-stage competition air filters called Pro-Comp II. The new line features the same standard of quality found throughout the Uni line — plus color. Yamaha and Suzuki filters are available in yellow, Honda and Maico in red, and Bultaco, Can-Am, CZ, Husky, Kawasaki and Penton in beautiful sky blue. The inner filter on most models is now white to give the user a visual gauge of when to clean it. The open pore sealing rings, unique to Pro-Comp II, actually give the user an additional filtering surface, and aid in the filter to air box compression seal that is so important. Most filters retail in the \$9.95 neighborhood and are available at finer dealers or from Uni Filter, Inc., 13522 Newhope Street, Garden Grove, California 92643; (714) 530-6101.



SUNDANCE BOOTS

These strange-shaped fork boots are built that way for a reason: total collapse on full compression. The small convolutions will collapse inside of the larger ones, thus eliminating the dreaded fork boot pack-up, so common in cheaper models. Each boot weighs a bit under 3.7 ounces, and they are made from a blend of natural and synthetic rubber for maximum strength and flexibility. Maximum travel is 15 inches, compression down to three-quarters of an inch. They are available in three colors, red, black or yellow, and retail for \$10.95 from: Sundance, 1900 S. Van Ness Ave., Fresno, California 93721; (209) 442-1327.

FROM THE SADDLE

(Continued from page 4)

punctured tank, ripped saddle, bent shift shaft and a tweaked peg. Also, the bike will usually land on something like a quart of gear oil and blow its contents all over your toolbox. This almost always happens to me when I'm changing fork oil. Then, the fresh oil from the fork tubes will spill out on the floor, too.

Clipper's Observation — A Sub-Law

The other line moves faster.

Example: You are signing up at an event. There is a long table with several lines. All seem to be of equal length. Yet, the one you pick will take twice as long as any other. Especially, if your event (or number) is one of the first up.

Talbot's Law of The Expanding Universe

Inside every small problem, is a large problem struggling to get out.

Example: You decide to replace your clutch springs, because when the clutch gets hot, it slips a little tiny bit. In the process, you lose two friction plates, break the clutch basket and drop the selector mechanism down behind your workbench, where it cannot be reached without first removing 20 bolts through a concrete wall. See?

Dirt Bike Magazine's Projected Law

If a project bike is not worth doing, it's not worth doing it well. No comment needed here.

Lipkin's Theory

The chance of an air filter falling with the greased side down, is directly proportional to the cost of the floor surface, or the time left before you absolutely have to go. Explanation: If you walk into the house to answer a phone call with a heavily greased filter in your hand, the chances are about 4 to 1 that you'll drop the filter on a tiled floor. If you're taking the phone call while standing over a shag carpet, however, the odds immediately go up to around 60 to 1. And so forth.

The Multiple Observation Rule

You will always crash on the part of the course where there are the most spectators. Note: This is especially true if you know someone in the crowd you're trying to impress, like a new girlfriend. Conversely, the part of the course where you're the most fluid and dazzling, is the section where no one is observing but a chipmunk or two.

The Law of Joining Forces

There are two kinds of people on a racetrack: those who crash and those who cause crashes. Note: The ones who cause crashes are invariably the ones who almost never crash themselves.

Talbot's Commentary on Murphy's Law

Murphy was an optimist. □



Curved fingers. Just like yours.

Let your hands relax. See how your fingers naturally curve? The fingers of Bates MX Gloves curve too, helping eliminate tension and bunching, while padding on the back of the hands and fingers is positioned to also flex naturally, making them so comfortable they feel like they're already broken in. But besides being comfortable, they're tough, with extra layers of leather in the palm and thumb to absorb wear. Tough. Comfortable. Bates. Only \$24.95 plus shipping.

Specify size (XS, S, M, L, and XL) and No. 4950.

All gloves available in XS, S, M, L and XL sizes.



the "quality people"

Accessory House, Inc.
P.O. Box 1770-DH
Long Beach, California 90801

Send \$2.00 for Bates
56-page 1979 catalog.

WINTER

4" gauntlet for added warmth and curved fingers for easier gripping and firm feel on controls. \$28.95 plus \$2 shipping. Specify No. 4970, size and Black or Brown.

SUMMER

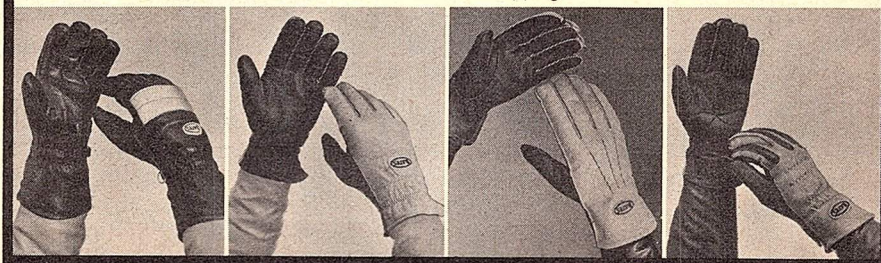
Stretch fit for sensitive touch on controls. Easy-on, easy-off elastic wrist closure. Weigh less than 1 oz. \$24.95 plus \$2 for shipping. Specify No. 4920 and size.

STREET

Top-grain leather and curved fingers for superb riding comfort. Choose Unlined, No. 4910, \$17.95; or Lined, No. 4915, \$19.95. Send number, size, add \$2 for shipping.

ROAD RACING

The ultimate—weigh less than 1 oz. Stretch fit for sensitive touch on controls. Extra leather on heel of hand. \$28.95 plus \$2 shipping. Specify No. 4960 and size.



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DB9-7

OWENSMOUTH

(Continued from page 7)

think that Bad Brad Lackey could've started the holdout this year, but missed. Got to be a professional, you know.

Now to cover the increased salaries, the promoters are going to have to cough up a lot more money. Obviously, golf promoters convinced the cigarette people that all golfers smoke — how else could they put up 300,000 biggies for a weekend golf match? If you don't smoke now, you may have to start. It'll be for the good of the sport. With all that easy money, the home viewer will just have to pay attention. Wow, the \$100,000 Doral Superbowl of Motocross! Hoo-hah.

In the promotional department, a lot can be done. For instance, we'll get Bob Hannah and Jimmy Weinert in a taunting, shoving match at a televised tech inspection with Howard Cossell in the middle. With the stare-downs and innuendos, it'll be a crowd-pleaser. Cheerleaders are a definite possibility (the Hondettes?). Kenny Roberts has to show up at the tracks in a long yellow limo wearing a cape with a pair of matching blondes at each elbow. Desert racing could be more daring, if the course was laid out on a nuclear test site — with real penalties for falling down or eating dust.

Some types of competition will also have to change. Rollerball is a proven winner, at least in Hollywood. Perhaps even tag-team motocross or figure-eight flat-track. Speedway bikes will have to go back to nitro mixes for the flames. Hillclimbers are already pretty bizarre as far as machinery goes, but most of the riders need costumes for sure. All the races will have to be run on completely dust-free tracks or simply pave everything. The dust will soon take its toll on expensive TV equipment, so the dirt aspect has to be kept to a bare minimum. Ice is nice. It seems it's easier to choreograph stuff on the ice, too.

With just these few changes, it won't be long before the Monday night news with sports will sound like this:

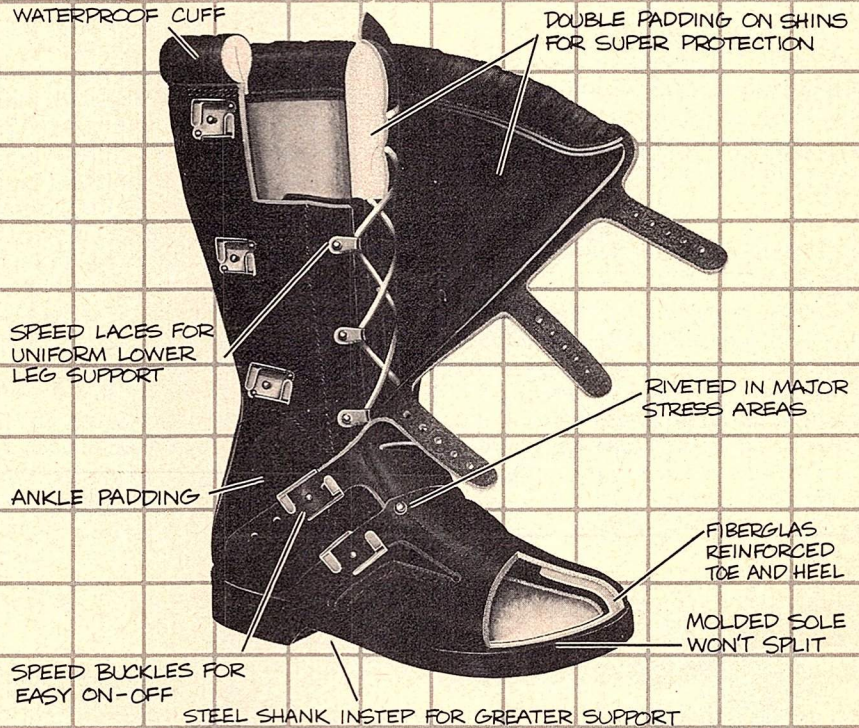
Anchorperson Connie: Here's Jim to tell us about the new PGA Masters champ, about the Dodgers and their pennant chase and Richard Petty's come-from-behind win on Sunday.

Sportsperson Jim: Right you are, Connie, Zoeller gets the green coat, the Dodgers increased their lead by three full games and that familiar blue car is back in the winners' circle, but first the big news. . . that seemingly unstoppable dynamic duo from Yamaha, Bob "Hurricane" Hannah and "The Kid" Broc Glover continue to steamroll the National MX circuit with another pair of wins at Red Bud, Michigan. . . □

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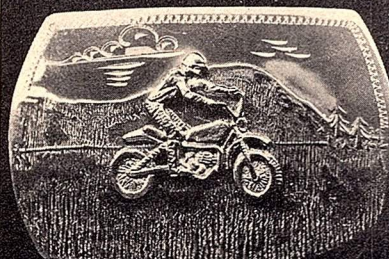


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DB9-7

Riders Write

CR250 clarification

Dear DB,

In your April 1978 issue you tested the Honda CR250R. You raved about it and talked about how great it was. Then in your March 1979 issue, you stated that the suspension was whipped and the bike wasn't worth it. I'm confused, can you please set me straight? Besides, there aren't any suspension changes between the '78 and '79 CRs. Is there a difference between the '78 and '79? Also, another magazine had a shootout and rated the Honda best as well as the best 250 motocrosser of the year. Please clarify your evaluation for me.

John O'Connor
Latham, New York

P.S. Glad to see Super Hunky back where he belongs!

Different people have different ideas about what makes a good bike, John. In April '78, there was a completely different staff. We suggest you reread the test carefully for a clarification — there were changes in the suspension for the '79 model, we just didn't think that they were for the better. At least

one of our pro class test riders didn't agree with us, but a higher skill level can compensate for deficiencies that a rider of lesser talent may see as a handicap. As far as that other magazine goes, who are you really going to believe?

More hillclimbing needed

Dear Sirs,

I really enjoyed that article. (Last Over, March '79) And to all kids reading the magazine, take heed! I am now 25 years old. At age eight I started riding a 1948 125 Harley. At age ten I began hillclimbing on an early-'60s Puch (Sears) 125, and then went to a 250 Jawa 1950 model and others from there. Dad didn't have much money, but being a great mechanic, he brought home one basket case after another, made me a new bike and got it to go as fast as he could as I outgrew them. He deserves an Oscar for it. I now hillclimb a 250 CZ and a 750cc Kawasaki and I only have \$1200 total invested in both. That wouldn't even buy a 125cc MX bike of today, but I still have lots of fun. Remember, kids,

more than 50 percent of a race is in the rider, not the bike! Let's see some hillclimb articles, please.

Joe Jensen
Hastings, Minnesota

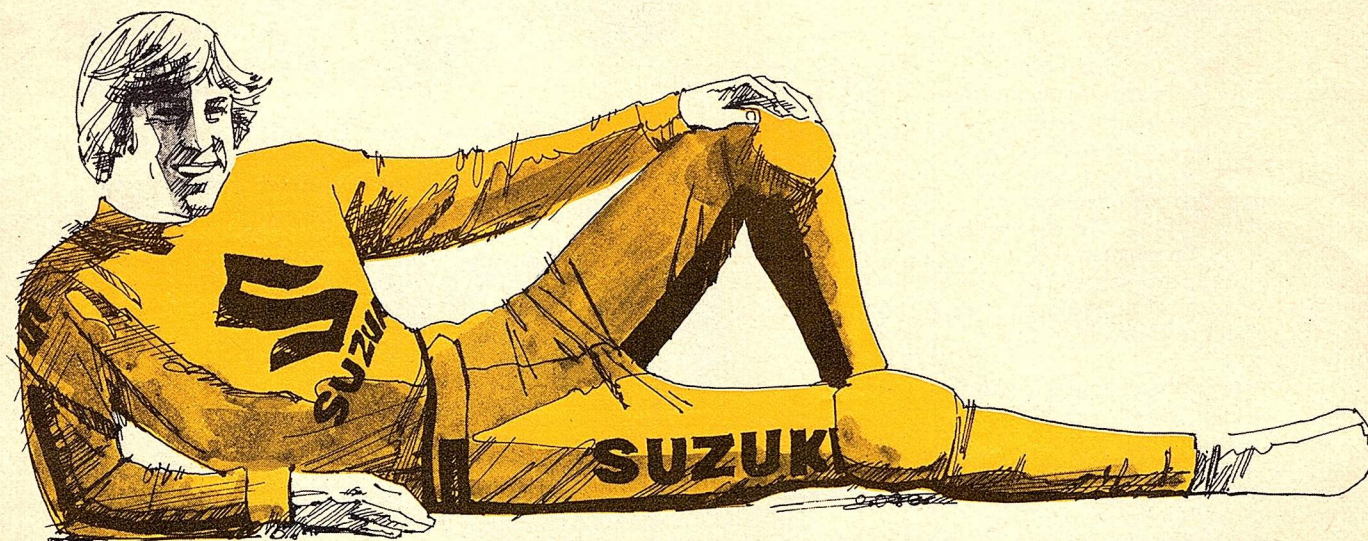
Hillclimb articles! — Ed.

Feathered courage

Just got done reading your article on one of the most courageous people I have ever read about, the Phantom Duck. You have written some pretty heavy articles in your time, but I have never read one like this. I don't think anybody was able to put into words like you have, the feelings of every user of the desert, whether on two, four or any amount of wheels. We really need a person to rally behind and with you, the Phantom Duck and Bob Hayes (a personal friend of mine). I think people will start to listen. Gas it, Hunky, you've got me, and millions of other D.H.V. users behind you.

Mike Stalling
Panorama City, California

We welcome correspondence, thoughts and ideas. Address all letters, bomb threats, bribes and generalities to:
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c/o DIRT BIKE MAGAZINE
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Put on Brian's Sunday best.

Now you can get into the same tough outfit as Team Suzuki rider Brian Myerscough.

Namely, Suzuki's new competition MX pants and jersey.

Selected by Roger DeCoster, the nylon/leather

pants are also lined with nylon mesh. So you stay cool and comfortable as well as protected.

Hip pads, knee and shin guards are removable for easy cleaning.

Other nifty features include a buckleless Velcro belt, lockable Talon zipper and letters that are sewn on — not painted on.

Jersey comes in comfortable cotton or cool nylon mesh.

Available now at your Suzuki Dealer.

Suzuki. The performer.



Bits and Pieces

To everyone who responded to our Photo Album contest: Thank you. We have reached our limit of winners, and we just don't want any more. We received a lot of cards, some pretty strange ones too, but the only ones that won said "Jimmy Weinert" on them. That's right, the mystery rider was the Jammer. It won't do you any good to send in a card at this point, because we'll just turn around and send it to the FBI and tell them that we think you're a subversive, or at least an outside agitator, and one of these days you'll hear a knock on the door.

□ □ □



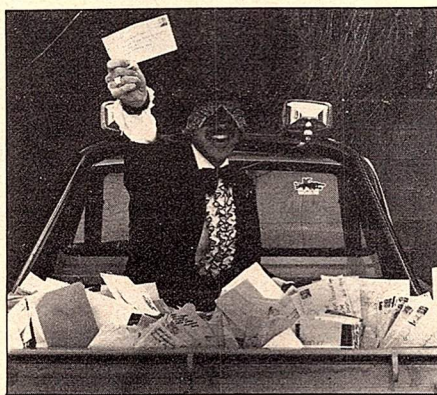
After the considerable success of the Aberg Yamaha frame kit, Torsten Hallman Racing has developed the Hallman Suzuki. The new frame uses the DR370 motor, and with the KYB suspension features adjustable travel from 9 to 11 inches. Price starts from \$795. If you're in the market for your own Project DR, this may be the hot setup. Cutting and welding, as we all know, is not necessarily the cheap way out.

□ □ □

If you're looking for the lightest fork oil known to man, or if you own a Honda motocrosser, root around the PJ-1 rack the next time you're at your dealer's. Word has it that they just came out with a 2½-weight fork oil. The value of such a lightweight oil is in forks that suffer from excessive damping tendencies — thinner oil will go through a small hole faster than a thick one. Also, a light oil, if you can use one, is less affected by viscosity changes caused by heat buildup.

□ □ □

Most of the major newspapers in the country have printed at least a capsule review of a book called **Murdercycles: The Facts About America's Number One Blood Sport** by Patricia Zonker. This could probably work out to be the most vicious anti-motorcycle trash written in the past decade. It is a collection of weak statistics and lurid case histories written by someone who obviously believes that bikes, not bad driving, cause accidents. Anyone who would shell out \$9.95 for this book should have their head examined.



Speaking of contests, betcha there're a lot of folks out there who think we decided to keep that King Cab all to ourselves, huh? You remember the one — the "No Strings Attached" contest? Oh yeah! Well, we finally managed to give it away, after untold delays and lapses of various mental functions. Early in the spring, we kidnapped Krause in a drunken stupor, threw him in the back of the pickup (which just happened to be full of entry blanks at the time), and let him grovel around until he came up with an envelope in his teeth. What a mess! We got it away from him, but didn't pull him out of the truck in time. He went into a frenzy and devoured all the remaining entries.

Well, the winning entry was sent in by Jim Adamson, of Victorville,



California, and in a simple ceremony in April, the keys were handed over by Super Hunky and company controller Chuck Smith. Jim is only 15, so it'll be a while before he starts cruising around downtown Victorville, but you might see his sister in the driver's seat. She seemed pretty happy about the whole thing, and as a matter of fact, so did the entire family. Rumor has it that all of Jim's schoolmates (trusting sort that they are) think he stole the truck. No, he didn't, boys, we gave it to him.

The King Cab was loaded with all kinds of goodies. A variety of KC lights, a Superwinch, GSM loading ramp, Dunlop tires, KYB suspension parts and a case of Spectro oil, just to name a few. Thanks to all the people who entered, and better luck next time.

NEWS FROM EUROPE

By Alan Wise

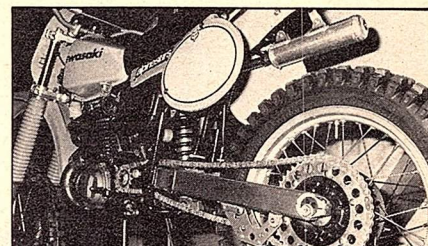
Kawasaki introduced their Uni-Trak in Antwerp, Belgium, on March 21. The unique rear suspension system has 11.8 inches of travel, and is pictured on Brad Lackey's 400 GP works bike. Horsepower was a claimed 43 at 7500 rpm. Initial reports claim that Kawasaki is having development problems — whether or not the bike will be competitive throughout the season is a moot point at this time.

Current 500 World Champion Heikki Mikkola was injured on March 18th competing in a pre-season race in Hoesselt, Belgium. Breaking a bone in

his right leg and damaging muscles also, it is very doubtful that he will return to competition before the Austrian GP, which would be much too late to defend his title.

Andre Malherbe, Honda's new member, is out to show his new bike is fast enough to keep clean in the spring mud by winning the first race of the season in Belgium. He was followed by Ivan van den Broek on a Maico.

Jaak van Velthoven, another Belgian and veteran 500 rider, has made the switch to 250 for the GPs this year. He will again be on a KTM.



SEE THE PHANTOM DUCK AT THE SUPERBOWL

This could be the most important event
of the decade. Here's why.

By Rick Sieman

Something very important is going to happen on July 14, 1979. A race is going to be held in the Coliseum. Naturally, this race is the Coca-Cola Superbowl of Motocross. However, this year, the Superbowl is going to take on a whole new meaning.

For the first time ever, it's going to be a political happening, too. A large number of heavy-duty politicians have been invited to attend and, already, a bunch have accepted. Even Senator Hayakawa has requested an invitation.

What does this all mean?

Simply, it means that the off-road people are starting to become a real power. Think about it for a moment. Eighty-seven thousand people in the stands and all of them with a common attitude.

This year, the Phantom Duck is receiving a massive amount of support from Mike Goodwin, the promoter of the Superbowl. In doing this, Mike is taking a chance on people responding. His prime goal is to totally pack the Coliseum to the rafters. Naturally, he hopes to make a decent profit out of it. No one would deny him this.

But, even more importantly, Mike wants to show the media the tremendous clout off-roaders can have. By filling the Coliseum to the max, the world will *have* to stand up and take notice. During a break in the racing,

Mike will hand over a check to the Phantom Duck of the Desert. This check, based on the number of people who attend, will be used in the battle against the land-grabbing tactics of the BLM.

It's simple. The more people who show up at the Superbowl, the more the Phantom Duck gets to carry on your battle. And the more people who show up, the more impressed the politicians will be. A show of strength in sheer numbers is hard to argue with. More importantly, each biker who does show up, knows a lot of other people.

We *do* have clout. We *can* put politicians in office and have them *removed*, if we so desire. We know that the politicians who show up at the Coca-Cola Superbowl are responsive to what we want. The ones who ignore our invitation. . . well, they just might not ring true. An election year is coming up real soon.

Before this election does take place, DIRT BIKE hopes to have a list of those *for* us and *those against* us, across the whole country. This list could help determine how much land we may (or may not) have for riding in the future.

In California alone, DIRT BIKE reaches thousands and thousands of readers, each copy sold is passed along to other eager DIRT BIKE enthusiasts. Over 250,000 in California alone are

going to know who the good guys and bad guys are.

It's long past the time that we should have political clout. The Phantom Duck will be doing research across the country and will compile all the facts they can about those who control our destinies. And, by doing so, we can control *their* destinies. They are either going to be responsive to our wishes, or they're going to pay the price at the polls.

In a spirit of cooperation rarely seen, a huge number of magazines have agreed to work with the Phantom Duck of the Desert. DIRT BIKE is proud to be one of the first to spread information from the Mighty Mallard.

Not only bike books, but the car and truck folks have expressed interest in working closely with the Duck, to let people in on the facts.

A recent survey showed that there are over 19.6 million people in this country who consider themselves "bikers." About half of these, 10.4 million, claim to be off-road enthusiasts. After talking with some of our friends at the truck and car magazines, we find there's an equal number of four-wheelers. Wow!

Do you have any idea how powerful a voting bloc like that can be? It staggers the mind! But, that is the long-range goal of the Phantom Duck of the Desert. . . to work with everyone who wants to open public land for intelligent, multiple use.

That's why the Superbowl is so important. It's the first really big chance to show the press the potential clout that we off-roaders really do have.

I'm going to be there. . . and I'm also going to buy tickets for some friends. I urge you to be there. Not only to enjoy a primo race, but to show the whole damned country just how strong we genuinely are.

If we pack the Bowl, we pack power.

The people who make the laws are going to be there. The TV cameras will be trained. The press is wondering what's going to happen.

The rest is up to you.

Let's go for it! ☐

SUPERBOWL OF MOTOCROSS VIII

July 14 • Los Angeles Coliseum

**80,000 People Are Gonna Back "the Duck"
And You've Got a Damn Good Chance To Be One Of Them!**

On the 14th of July, two great things are going to happen! ONE, the biggest stadium motocross race in the world - the Coca-Cola SUPERBOWL of MOTOCROSS is going to sit the L.A. Coliseum back on its peristyle with the wildest race in history - and TWO, you've got a chance to get the best \$15 reserved seats in the stadium right next to the crazy "Peristyle Jump" for only \$12.

Why? Because the producer, Mike Goodwin, wants to back our fight to save the desert and all public lands, for everybody's usage - rockhound to dirt-biker. And it's not a stroke! He'll give you the best seats in the stadium - with a \$3 discount - if you'll just consider donating your savings to a campaign that's fighting (through totally legal means) to guarantee that you've got *someplace* to do it in the dirt!

If you want to give, get down, or just know a little more, fill out the coupon below.

- Hey! Duck! I'll rally at the SUPERBOWL and I want _____ \$15 tickets for only \$12!
TOTAL \$ _____ plus 75¢ handling (make checks payable to STADIUM MOTORSPORTS).
- Hey! Masked Mallard! Here's a special donation to the "Free Land Fund" \$ (make check payable to THE PHANTOM DUCK OF THE DESERT).
- Get a "FREE EARLY ENTRY PASS!" Contribution or not, you get a special pass to get in the Coliseum at 4:30 to watch the best riders in the world practice on a SUPERCROSS track!

Send the two *separate* checks to P.O. Box 1523, Laguna Beach, CA 92651 with a stamped, self-addressed envelope and get ready for the non-stop night of your life!

Name _____ Address _____
City _____ State _____ Zip Code _____ Phone _____
Age _____ Position in Household? Parent ☐ Son ☐ Daughter ☐

Yamaha YZ125F Motocrosser

YOU'VE GOT TO RIDE IT LIKE HANNAH...

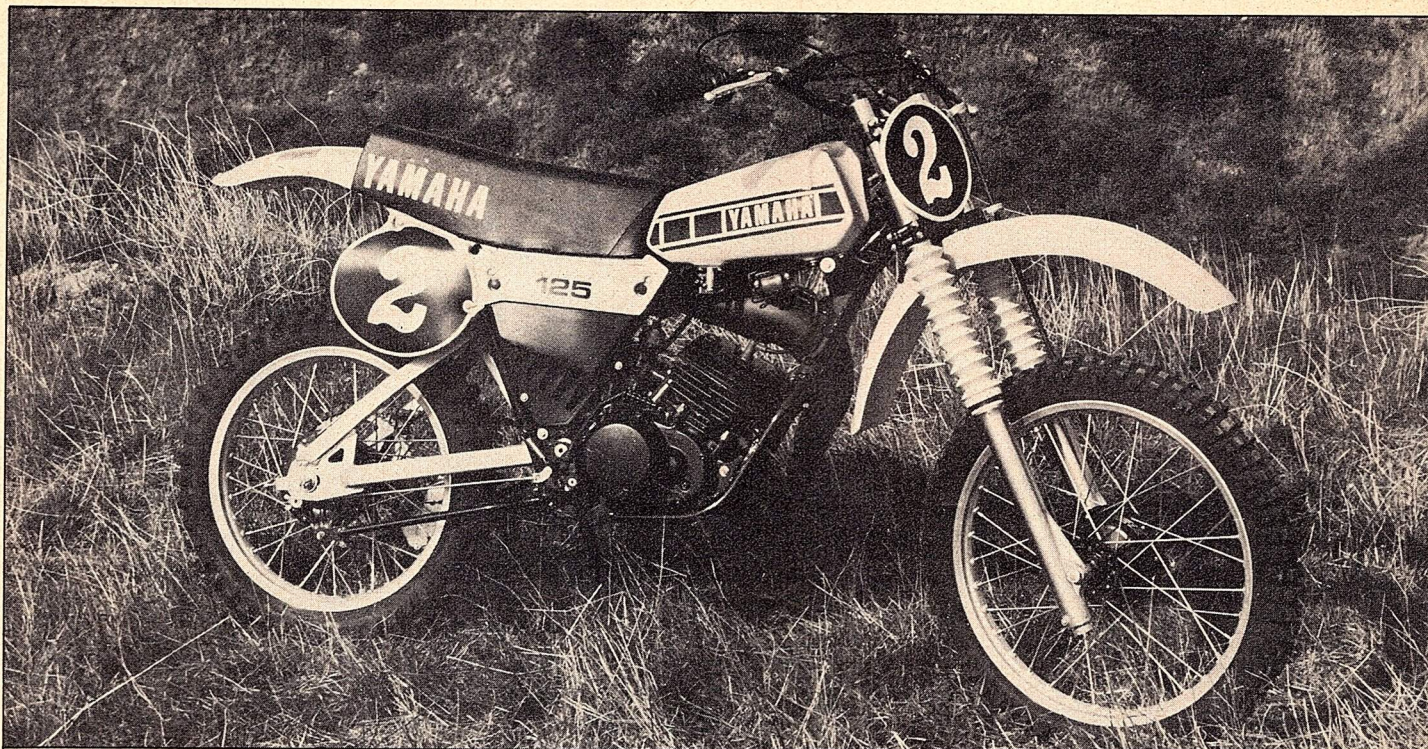
... To make it work

By the Staff of Dirt Bike

The Yamaha YZ125F: last of the Big Four 125s in our four-part series. Next month, the shootout between the four. Things are starting to shape up interestingly for that shootout, as we've been riding the bikes for a long period of time. One of the bikes that's been ridden the most is the YZ.

Strangely, we've grown to like the YZ more and more, as time has accumulated on the machine. At first, we felt it was a bit down on both power and suspension, but our staff 125 freak, John Rudder, has won a number of races with the machine in both the Novice and Intermediate classes. *(Continued)*





When first straddling the YZ125F, most riders invariably comment that the bike does not feel all that tall for a '79 racer. Riders standing 5'9" or taller can put both feet flat on the ground while straddling the saddle up near the tank.

Part of the reason for the low profile is the travel, or lack of, compared to other iron in its class. Up front, there's 250 millimeters of stroke, which translates into 9.8 inches. Surely, reason tells us that's enough for a light racer; it's just that long travel is what's selling right now.

At the rear, slightly over nine inches of travel do the job. To get this nine inches, the monoshock unit only travels about 5½ inches. This alone tells you that a great deal more travel is lurking under the frame. Unfortunately, modifying the mono is a headache. Officially, Yamaha tells us that the mono is not rebuildable on the 125. Unofficially, we've seen any number of shops attach reservoirs and tamper into the wee hours of the night. Most of the shock modifications seem to center around cutting down the large spacer that limits the travel. All the YZs from 125 to 400 share the same basic shock, with different-length spacers allowing the longer travel on the bigger bikes. Unfortunately, the heavier springs of the 250 and the 400 cannot be used in the 125, because the frame surrounding the mono unit is smaller on the 125. Still, we raced our bike in stock trim, replacing only tires and bars as needed. Crashing and thrashing take their toll.

In standard trim, we felt the forks did a decent job, while the rear end could

use some help. As long as the rider was careful in his approach to bad bumps and kept his weight shifts just right, the mono could handle most situations adequately. However, when blasting through a rough, dusty section, or when catching a square-edged bump unaware, a nasty, spine-jarring jolt could be felt at the rear.

Back in the saddle

The YZ responded best under most situations with the rider having his weight fairly far to the rear. It was not necessary to get way forward on the tank (like last year's 125) to get the front end to bite.

In fact, when accelerating hard on less-than-perfect traction, if the rider had his weight too far forward, the rear end would crazily slither all over the place. Again, weight to the rear proved to be the answer.

The overall layout of the YZ125F lends itself to the basic Bob Hannah back-flat, hips-to-the-rear, low-shoulders standing position. Pegs are farther back on the YZ than on most other bikes. This makes going from a seated to a standing position easier, but it also makes it too easy for a lazy rider to slouch forward and let the rear end get too light. Hence, the need for that rearward emphasis on weight distribution.

In the corners

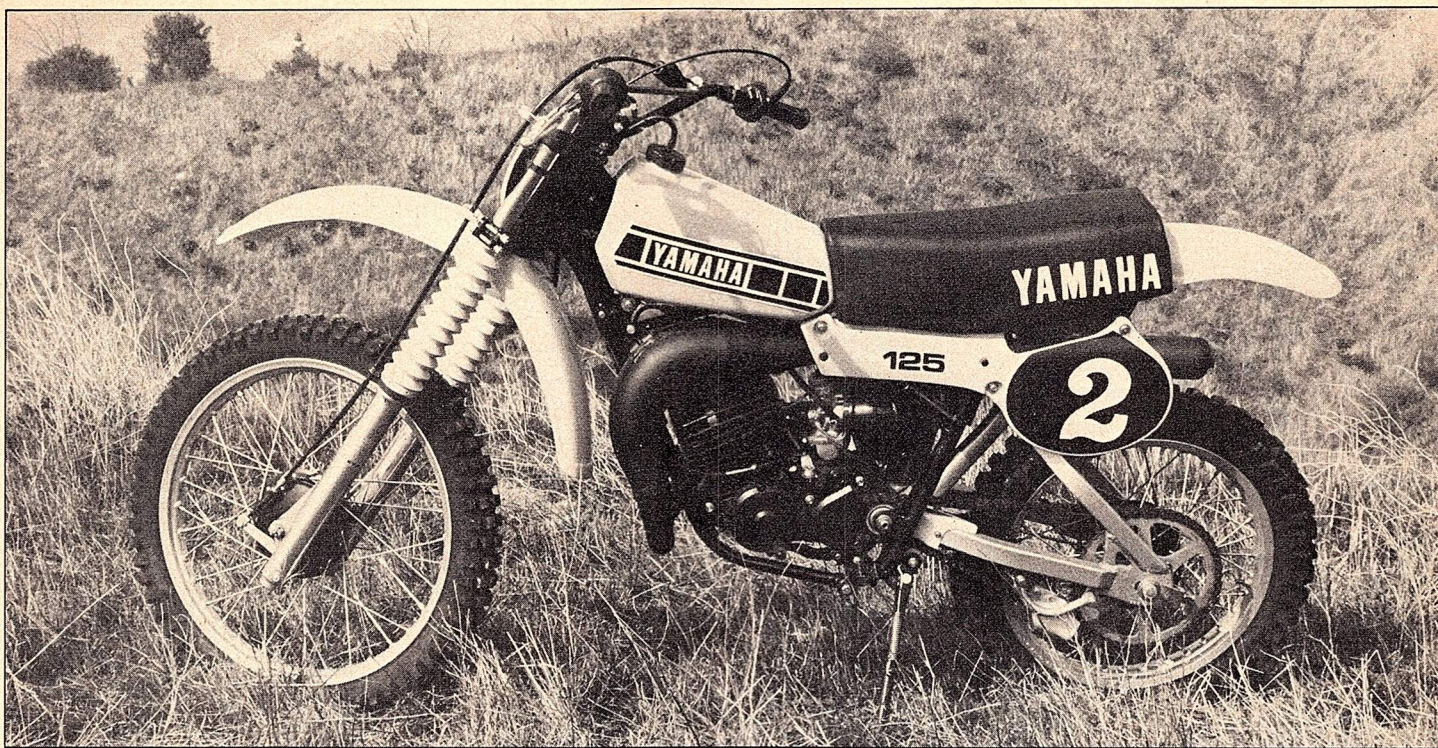
That's where the YZ is happiest. At first, the bike feels skittery and spooky, with the rear end being especially nervous. It's not uncommon for the rear knobby to lurch sideways when under moderate power, heeled

over in a flat turn. But, the rear end only goes out just so far. No more than a six-inch-to-a-foot skip. We rarely had the YZ do a full-blown spin-out, and soon learned to live with the snaky-feeling rear end.

Later on, after we had burnt out the stock 4.10x18 Bridgestone knobby, we replaced it with a hefty 4.75x18 Goodyear, admittedly a massive piece of rubber for a 125. However, this huge tire felt right at home on the bike and even eliminated most of the rear-end slithering. The only place where this tire was a slight handicap, was on starts. Here, the rear end was harder to break loose and we tended to bog fractionally between gears on long, uphill straights. On most parts of most courses, though, the Goodyear was a big improvement and one definitely worth considering for other 125 racers. Some conversation with other 125 YZ owners showed us that the stock rear rubber had an exceedingly short life span. While the larger Bridgestones seem like reasonable tires, the 4.10x18 is not exactly the shining star of their lineup.

Because of the low saddle height, the YZ was very easy to toss around in the turns like a 125 is supposed to. The 1978 "E" model had a distinct tendency to want to climb over berms. Our "F" model stuck well and accurately when up against the wall.

The steering head has been pulled back on the F version. This means less rake and less trail. It also translates into fractionally less stability at high speeds over rough ground. Still, everything is a trade-off, and we're pleased with the overall improved



handling.

The improvement is especially noticeable on a series of switchbacks, or S turns. Here, the F-model can be flicked quite easily from side to side without a great deal of physical effort. Naturally, weighting of the outside peg is critical, as with all new-generation, long-travel bikes.

Probably the most desirable feature of the YZ in the corners, is that the bike is low and you feel like you can toss it down on the cases without having to worry a great deal. More than one test rider stated that while the YZ was not as steady as other bikes in the turns, it was fun to push to its limits.

Power to the people

Again, we must compare the F-model to the E-model (for now) in the power department. Last year, the YZ125 didn't have much on the bottom or in the mid-range, but made most of its power in the upper rev range. On the F-model, we find that there's still not much real punch at the bottom. None of the 125s have what one could consider decent low end. However, the YZ has a strong mid-range that comes in fairly early for a 125 racer. Unlike last year's bike, the F-model does not wind out far. In fact, after the early mid-range sings out a bit, the rpm flatten and the power falls abruptly off. Nothing is gained by trying to over-rev the bike.

This means that the rider will have to modify his use of the powerband, especially when exiting turns. Here, it's most efficient to revert to the Bob Hannah technique once again. That is as follows: You dive into the turn with

the bike engaged about one gear too high *and* with the clutch held in as braking takes place. As the pivot takes place and the power is applied, the engine will start to lug a bit and pull flatly, slightly off the meaty part of the powerband. At this point, the clutch should be fanned quickly, to bring the revs up, and the bike will literally bolt out of the turn. The next time you get a chance to watch Hannah work a tight turn, look for this technique. It seems to work best with the kind of power the later Yamahas are putting out.

As far as the all-important drag race to the first turn is concerned, the Yamaha will not be there first, all other things being equal. You'll find the pecking order of the acceleration battle next month. While the YZ is not *that* much down on power compared to its counterparts of the red, yellow and green, it just does not want to upshift in a hurry. Trying to speed shift without backing off the throttle, is next to impossible. Even when fanning the clutch under full throttle acceleration, the throttle must be fractionally blipped off, or the bike will simply stay in the gear it was trying to get out of.

Oddly, the hotter the engine gets, the worse this problem gets. We'd recommend that the rider change his gearbox oil regularly. For a three-week period, we neglected to change our oil, and the shifting deteriorated. Once we got back on the drain-it-every-ride schedule, the shifting improved dramatically. This is one area where it just would not pay the rider to scrimp. On the 1978 E-models, we got a lot of feedback about gearbox problems from

readers. The picture seems greatly improved in 1979. Still, a case of high-quality gear oil seems like a good investment, when one considers the cost of transmission parts.

Downshifting never presented us with any problems, no matter how clumsily we stabbed at the lever. In fact, when downshifting, we positively abused the gearbox and never used the clutch.

Bits and pieces

The front brake on our test bike was typically Yamaha: excellent. We didn't have the same thing to say about the rear. Even though it's got one of the much ballyhooed full-floating rear brake setups, it chattered like a chipmunk and a great deal of hopping, skipping and locking up was experienced.

The nylon roller on top of the swingarm that's supposed to prevent the chain from eating into the soft aluminum, broke after a few hours of use. We got another one and it broke quickly, too. Then another. . . same thing. The bike now has no roller and seems none the worse for it.

Our YZ125 stayed very tight, suggesting a proper set-up at the distributor. We had no problem with motor mount bolts and the spokes, in general, required little tightening.

Most everyone liked the shape and padding of the saddle. Maximum comfort, for sure.

Quality on the cables and controls was first-rate, with the levers being the next best thing to the shorty Sun-Line DeHandlers.

One interesting sidelight: We ran Yamalube R for the entire duration of

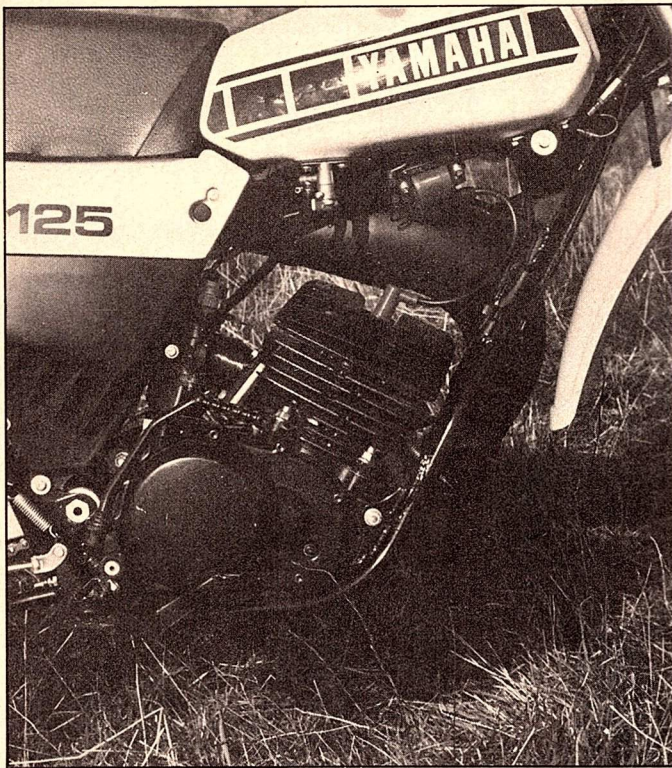


1979 Yamaha YZ125F

ENGINE TYPE . . . Single-cylinder, two-stroke,
reed induction
BORE AND STROKE . . . 56 x 50mm
(2.20 x 1.97 inches)
DISPLACEMENT . . . 123cc (7.52 cubic inches)
HORSEPOWER (CLAIMED BY FACTORY):
N/A
CARBURETION . . . Mikuni 32mm (VM32SS)
FACTORY RECOMMENDED JETTING:
Main jet . . . 280
Needle jet . . . P8
Jet needle . . . 6F 22-3
Pilot jet . . . 60
Slide number . . . 3.0
RECOMMENDED GASOLINE . . . Premium,
90+ octane rating
RECOMMENDED OIL (MFR.): Yamalube "R"
FUEL TANK CAPACITY: 6.1 liters (1.6 gallons)
FUEL TANK MATERIAL . . . Plastic
GAS/OIL RATIO . . . 20:1 recommended by
factory (Note: we used 40:1)
LUBRICATION . . . Oil in gas, pre-mix
OIL CAPACITY . . . N/A
AIR FILTRATION . . . Oiled foam
CLUTCH TYPE . . . Wet, multi-disc
TRANSMISSION: Six-speed, constant mesh
GEARBOX RATIOS
1 . . . 32/13 (2.461)

2 . . . 30/16 (1.875)
3 . . . 27/18 (1.500)
4 . . . 25/20 (1.250)
5 . . . 24/22 (1.090)
6 . . . 23/23 (1.000)
GEARING, FRONT/REAR . . . 12/43
IGNITION . . . Hitachi CDI
PRIMARY KICK SYSTEM? . . . Yes
RECOMMENDED SPARK PLUG . . . Champion N-59G
SILENCER/SPARK ARRESTOR/QUALITY:
Silencer, average, as noted
EXHAUST SYSTEM . . . High-pipe, through
frame, right side
FRAME, TYPE . . . Semi-double cradle,
chrome moly steel
WHEELBASE . . . 1410mm (55.5 inches)
GROUND CLEARANCE: 290mm (11.4 inches)
SEAT HEIGHT AT TANK . . . 900mm (35.4 inches)
STEERING HEAD ANGLE . . . 29.5 degrees
TRAIL . . . 128mm (5.0 inches)
WEIGHT WITH ONE GALLON GAS . . .
202 pounds (194 pounds dry)
RIM MATERIAL . . . Aluminum
TIRE SIZES
Front . . . 3.00x21 knobby
Rear . . . 4.10x18 knobby

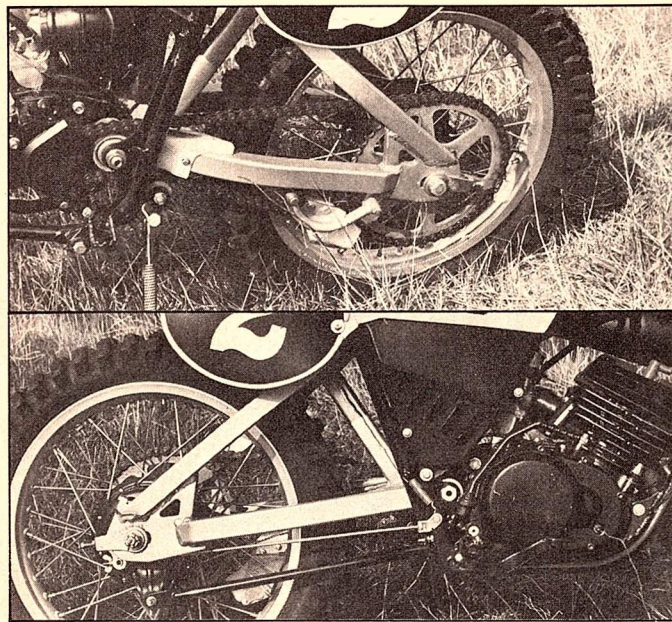
SUSPENSION . . .
Front, type and travel . . . Telescopic, 250mm
(9.8 inches) forward axle
Rear, type and travel . . . Monocross, 230mm
(9.06 inches)
INTENDED USE, MFR . . . Motocross, off-road
racing
COUNTRY OF ORIGIN . . . Japan
PARTS PRICES, HIGH-WEAR ITEMS
Piston assembly, complete . . . \$30.68
Rings only . . . \$6.00
Cylinder . . . \$82.77
Shift lever . . . \$4.92
Brake pedal . . . \$7.28
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Buena Park, California 90670
OVERALL RATING, FROM 0 TO 100,
VARIOUS CATEGORIES, KEEPING
INTENDED USE OF MACHINE IN MIND:
Handling . . . 94
Suspension . . . 88
Power . . . 90
Cost . . . 92
Attention to detail . . . 97
Effectiveness, stone stock . . . 90



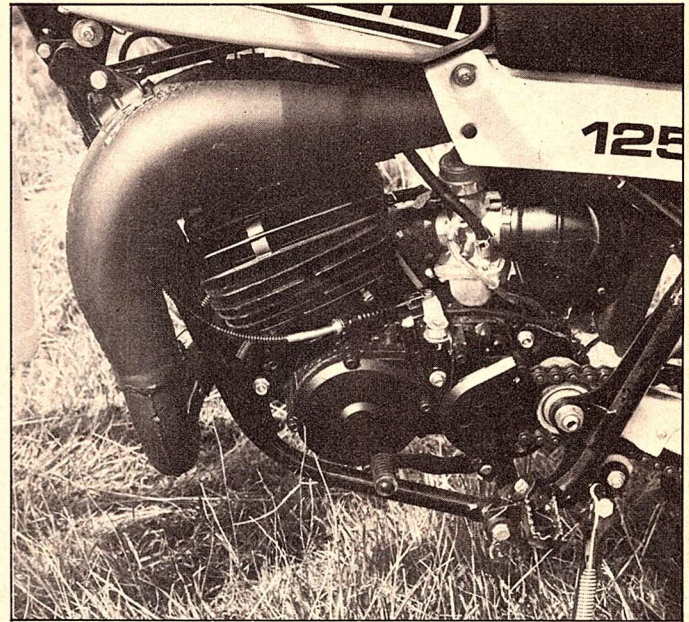
Compact engine has been around for a long time. Look for a change in the basic design next year.



YZ125F is very slim, due to no shocks mounted on the side. There's plenty of room for increased rear end travel. Swingarm is excellent, chain and tire marginal.



Two views of the aluminum arm. Good guides and rollers abound. Full-floating brake rod hangs too low and is vulnerable to rocks and sharp-edged bumps.



Even though pipe appears to be out and unprotected, no one complained of leg burns or excessive heat. Required rearward seating and standing position may have something to do with this.

the test on the YZ. After four and a half months of steady riding and racing, we re-ringed the bike, just because it was getting a bit loose and down on power. The top end was remarkably clean and carbon-free. No boring was needed and we slipped a stock-sized ring in. The rings cost us right around nine bucks, which is just about all we spent on the

bike, other than the aforementioned tire and one broken front fender. Not bad.

We also noticed no smoke while riding the machine and only a bit of smoke when first warming the YZ up.

At first, the muffler on the YZ was quiet, with a pleasing note. As time was put on the bike, the sound got

rattier and rattier. Not louder, just a loss of the sound quality.

One thing we learned about that silencer: When you squirt the bike off with a hose, it's best to remove the silencer before the operation. A huge amount of water accumulates inside the can, and even if you start the bike

(Continued on page 70)

TURTLE NEK·SAVER®



John Savitski

What is the most vulnerable part of your body? DG's exclusive Turtle Nek·Saver is constructed of 100% cotton interlock. Emblazoned with your choice of team logos. Preshrunk in dye-fast colors.

The DG Nek·Saver is available at finer dealers and accessories stores, or use the handy order form below.

DG Turtle Nek Saver 22.50

(indicate size and logo)

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| ☐ Suzuki (yellow) | ☐ DG (yellow) |
| ☐ Honda (red) | ☐ S ☐ M ☐ L ☐ XL |

DG Sports Vest 39.50

Machine wash/100% poly blue/yellow top

- ☐ XS ☐ S ☐ M ☐ L ☐ XL

DG Long Sleeve T-shirt 11.50

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Total amount enclosed _____

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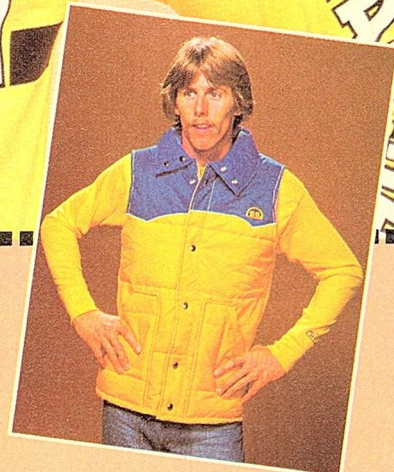
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New Suzuki RM-60 Mini Missile.



When it comes to motocross racing, some kids don't kid around.

Which is precisely why Suzuki built the RM-60. It's the hottest, quickest little racer this side of an RM-80.

Indeed, the 60 uses the same race-bred Power Reed™ block (with a smaller bore) as the 80. Same racing 6-speed gearbox, too.

Suspension system is set up like a berm-busting racer also. It may be small but it stands tall.

Styling is pure works. G.P.-styled tank, side covers and number plate are straight from Team Suzuki.

In short, the RM-60 is one hot little number. Like Number One in its class.

Suzuki. The performer.



Ride with care: wear protective apparel and help protect the environment. Member Motorcycle Safety Foundation.





Gunning At The Top

CAN ANYONE STOP BOB HANNAH?

The contenders say "yes!"

Who *can* catch Bob Hannah?

There's a strong chance that no one will; that he'll repeat his championships in the stadium and the 250 Nationals. So far this season he has a commanding lead.

Is he going to repeat?

Not according to Maico's Danny "Magoo" Chandler.

"No, I don't think he's going to run away with it. I'm already faster at a number of the tracks and I've run away from him three times so far," commented the Red-Haired Leaping Gnome. "The only thing that has kept me from pulling off some wins has been some nickel and dime breakdowns. But we're getting some new factory stuff and starting to sort out our mistakes."

When asked about his radical style, Magoo grinned. "Hey, you've got to be a little radical to keep up with Hannah."

Someone else who's keeping up, is Honda's Marty Tripes. Ever since Marty's "comeback" last year, he's looked stronger and stronger. Earlier this year he rode lap after lap with both feet on the pegs — pegs that were literally dragging on the track. He looks aggressive and is proving that he's in shape.

"Tripes is extra-smooth," remarked another National rider. "I think he's



Danny "Magoo" Chandler



Marty Tripes

going to get Hannah this year. He's mentally set for it."

Suzuki's Kent Howerton isn't going to lie down, either. "Kent's in really good shape this year, and he's being methodical. He doesn't want any injuries like the ones that plagued him last year," a Suzuki team spokesman told us. "Kent's always had a good race attitude toward his work. He just needs a few breaks — good ones, that is."

When asked if he thought Howerton could catch Hannah, he said, "We wouldn't have Kent in the 250 class if we thought that he wasn't a match for Hannah."

The chemistry of crowds seems to get another contender wired for the "Beat Hannah March." That contender is none other than Jammin' Jimmy Weinert, Kawasaki's Great Green Hope.

At this writing, Weinert had won two of the Supercross Series events and was still looking strong.

"I just get really wired when I get in one of those packed stadiums. Bob and I have had kind of an ongoing stadium rivalry for years now and it seems to be getting fiercer," the Jammer told us. "I think Roy (Turner), my tuner, has a lot to do with our stadium success. He can dial in the right combination of power and suspension."

We asked him if he thinks the fans really take him seriously. "Well, some people thought I was clowning with the paddle tire at Oakland — but it turned out to be a critical factor. Some people think that I'm too old to pull this off, but let me tell you — and Bob — that 'I'm in my prime!'"

We wonder what Bob Hannah feels like knowing that everyone has him in their sights. Can this be the year that the Hurricane blows out? We'll see. □

Ripping Good Fun!

CUTS, TEARS AND PUCKERHOLES

Fixing a beat seat
By The Dirt Bike Staff

The gate drops! You thunder off the line like a screaming banshee into the first turn, three good bike lengths ahead of the pack. "Hot damn! A holeshot! I'll show these suckers" . . . WHOOMP! You just stuck your front wheel in the Rut of Death, and got flung neatly into the snow fence. No sweat, not a scratch to show for it. "Now, as soon as the dust clears, I'll just dig my bike out, and. . ."

A quick inspection reveals, among other things, that the seat has been torn to shreds. Now what're you going to do? Cry? Swear? It's been proven that both help, but the most sensible thing to do is re-cover it.

OK, great. But what if you just got back from a day of trail riding, and find out that a seam has split, on your seat? The bike's seat? It's sure to cost 15-20

dollars, or more, for a new seat cover, and you don't really want to put out the bucks. Besides, you and that old seat have been through a lot together. So now what? You know, you can fix it. . . .and it's not going to cost much more than a couple of bucks. If you really *do* know, don't even bother to read this, smart aleck! But if you don't know, read on, fellah, and we'll go hand in hand through Shredded Seat Land. . . .

Fixin' a hole

It's possible to go many different routes when faced with the necessity of fixing a ripped seat. One of the easiest, cheapest and most popular methods is covering the tear or hole with duct tape. Duct tape does have its disadvantages, though, in that it

doesn't match the surrounding decor, and it has an annoying habit of peeling up and rolling into little tape tubes that stick to your leathers. This latter trait can get disgusting after a period of time.

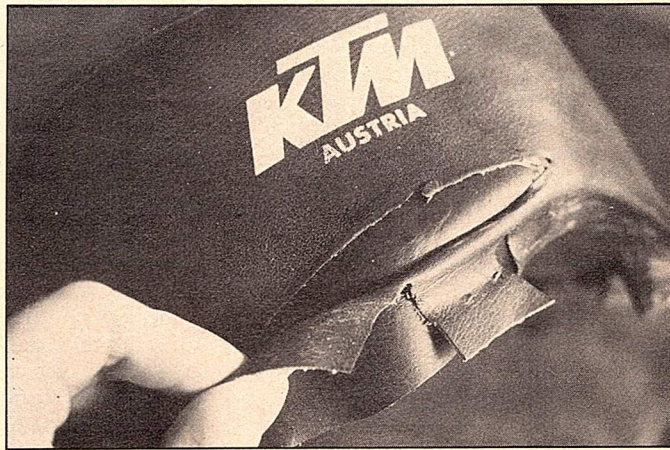
Another possibility is the use of carpet thread to sew up the offending slit, and then sealing over the resulting mess with black silicone seal. It works, and it lasts quite a while, as long as the sewing is done carefully. You could take the seat to an upholsterer, but that costs money, and either way you're just going to wind up with a lumpy seat.

It might be possible to glue vinyl with one of the new breed of super glues, the ones that stick fingers together so well, but we've resisted the

(Continued on page 72)



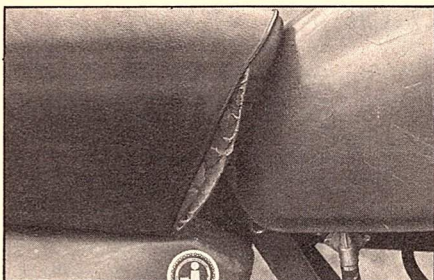
This rip was the result of chafing — the fiberglass base has a sharp edge that was taped over before the repair was made. If ripping is being caused by anything other than normal wear or crashing, be sure to find and remove said cause before proceeding, or it'll just rip again.



The IV people suggest that you put a piece of scrap vinyl under the cut, to keep the solution from running down into the foam. In this case it also helps to reinforce the area.



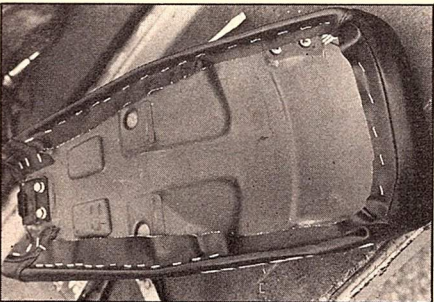
Spread the Instant Vinyl all over the piece of scrap vinyl, the underside of the seat cover, and especially the edges of the tear. Get it on there evenly, but don't be afraid to use a good amount, and work quickly — the stuff sets up fast.



This is a common problem — the seat splits at a seam. Many a rip occurs in a crash. Whatever the cause, it pays to repair it quickly. Exposure to water, air and/or sunlight can promote decay of most foams. . .



Pull the cover over the seat, line up the seams, and make sure the name on the side is straight. Start at the front, pull the cover taut and anchor it in the center with a staple, then staple in both directions to finish the front. Then move to the rear and repeat. After the front and rear are complete, start on the sides, working from the middle out to the ends.



When you get done, it should look like this. Any spots on the top that look loose or wrinkled can be tightened by removing the staples in that area and pulling tighter. It's a good idea to trim off the excess material, to lessen the chances of staples pulling out.



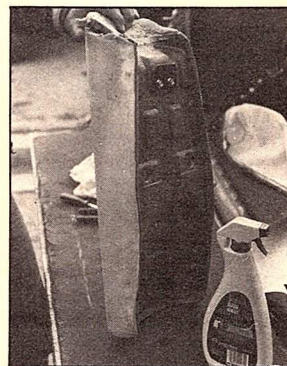
Then draw the edges of the tear together, and hold in place with masking tape, like this. Try to leave as small a gap as possible. A frayed, old tear is not going to join back together as well as a fresh one, so try to fix it as soon as possible after the dirty deed is done. Leave it taped up for at least a half-hour.



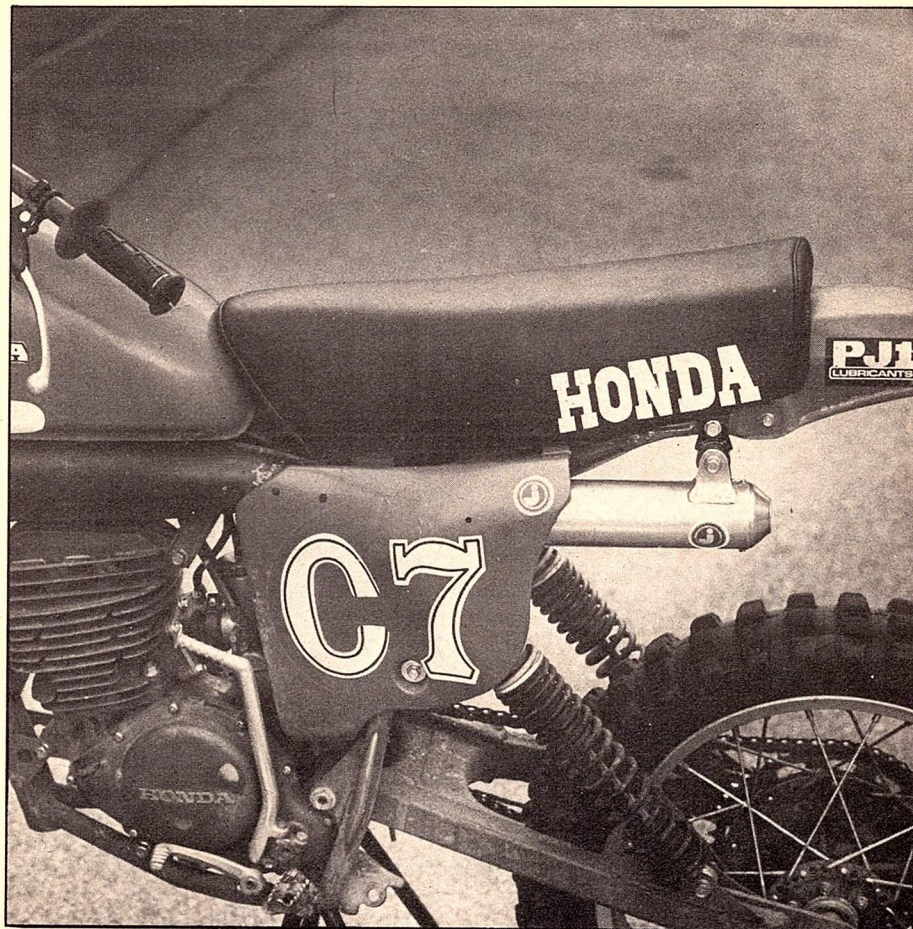
. . .until it looks like this. We cut a few pieces of sponge to fill out the padding, an emergency measure. It's better to use scrap pieces of foam rubber.



Remove the tape, and then fill the seam with Liquid Vinyl if there is a gap. Let it dry for a few hours, or better yet, overnight, and it's ready for use again.



Before you slip on the new cover, repair all worn, decayed foam (it's possible to build up or cut down areas to suit your seat at this time), and make sure that everything's clean.



Not bad for an hour's work!

Legal & Political Update

KNOW YOUR ENEMY

From the DB crimestopper files

By Rick Sieman and
The Phantom Duck Of The Desert

Lots of interesting things to report about this month. As you know, we like to keep track of what the Land Thugs are up to now.

□ □ □

Our first bit of information comes to us from Wendy, a neat lady who works at Knott's Berry Farm. It seems that the U.S. Park Service wants to shoot and kill 300 wild burros that live in the Grand Canyon.

They feel — now get this — that the burros leave trails and: "'Thousands' of burro trails, they say, scar the canyon. Erosion is accelerated when water runs down the trails.

"Vegetation is being eaten and trampled by the burros, interrupting the ecosystem for other mammal populations.

"Water holes used by campers and the canyon wildlife are being fouled by barnyard-like burro habits and archaeological sites are being damaged.

"The Park Service has proposed having specially trained rangers shoot the burros."

The Park Service, amazingly enough, tends to ignore the fact, that the Grand Canyon *itself* is the result of millions of years of erosion. If we'd had these nork-brains in charge of the Earth way back then, chances are we wouldn't even have a Grand Canyon to look at.

When are these elitist, simpering snobs going to realize that erosion simply cannot be stopped on this earth and is — in fact — the natural order of things. The earth is constantly shifting and changing. A single rainstorm can alter the face of millions of acres. The normal blowing of wind can move tons of sand and dirt, hundreds of miles. And the marks of tiny burro prints mean nothing compared to this.

Here's an interesting item from Joe Trim, of Long Beach, California. Joe got a copy of a radio commentary by the former Governor of California, Ronald Reagan. The commentary was about the RARE II program of the BLM, that's trying to close off all those millions of acres of public land. Apparently, the BLM is even trying to intimidate rockhounds and arrowhead collectors. The following is an excerpt from Reagan's comments:

"The Philips Company News in Montana reports that two special agents of the Department of Interior appeared at the home of a retired rancher, Mr. Oshio, with a search warrant and confiscated the collection of arrowheads he had hanging on his living room wall.

"The fact is, the Montana rancher had been collecting such artifacts for years as a hobby — not to sell. The federal agents said he had broken the law by taking them from public land. I find it inconceivable that a hiker coming upon an arrowhead in the desert or national forest is breaking the law if he picks it up. As the song says, 'This land is our land.'"

Reagan also went on to say something that few other politicians have had the courage to, in answering a letter of concern from a Mrs. Corey:

"Mrs. Corey is right to be concerned and I think we all should be, lest a handful of extremists plus these government agencies lock up in a preserve, the great scenic areas of our land for the benefit of a privileged few."

We applaud Reagan's words here at DIRT BIKE.

If you'd like to drop him a line, for whatever reason, here's the address:

Ronald Reagan
10960 Wilshire Blvd., Suite 422
Los Angeles, California 90024

□ □ □

Hot news! The BLM has been declared illegal in the State of Nevada. Nevada State Senator Norm Glaser and Assemblyman Dean Rhoads have pushed through legislation to actually kick the BLM out of the State of Nevada.

The bill, known as the Sagebrush Rebellion, passed by a huge margin in both the House and the Senate. Next, the State of Nevada hopes to arrest the local BLM leech, Ed Rowland, or one of his officers, and take the case all the way to the Supreme Court to set precedence.

A lot of western states are watching closely to see what happens with this one, and, in fact, Assemblyman Bob Hayes is trying to introduce similar legislation in California. Hot damn! Maybe we'll get those parasites on the run yet.

DIRT BIKE had a chance to talk with Dean Rhoads of Nevada about their Sagebrush Rebellion. Mr. Rhoads drives a four-wheeler off-road and must definitely be considered one of the Good Guys.

We also found out from several knowledgeable sources, that the Bureau of Land Management in Nevada is considered by many to be one of the most bungling, corrupt and arrogant BLM offices in the whole U.S.

□ □ □

Not only is the BLM going nuts in the western half of the U.S., but even more so in Alaska, as well. We got a letter from Ed Smith of the Tanana Valley M.C., and he filled us in on the latest outrages of the Bludgeoning

Bureaucrats. The government has already stolen 150 million acres of land and is trying for another 110 million acres. If they succeed, the land will be closed to hunting, fishing, and all motorized vehicles of any kind. This includes riverboats, which are still a major source of transportation in that giant state.

Now get this: You are not allowed to carry firearms on these lands, even for self-defense. Do you have any idea, asks Ed Smith, how hard it is to dissuade a 1200-pound grizzly bear from eating you, armed only with a rock or a stick?

On the motorcycle side, Ed told us that his club is the farthest north club in America. Each year they have an event called the Moose Creek Grand Prix, which is the Alaskan version of the Barstow to Vegas race. Sounds like the hot (cold?) setup.

Did you ever wonder just why so many states tolerate the presence of the BLM on their very own state land? The answer boils down to dollars. This little piece of informative data from the BLM Newsbeat lets us in on how the money changes hands.

"The State of California has received payment of \$5.2 million in a distribution of \$101 million to 23 states which share in funds from federal lands administered by the Bureau of Land Management.

"Secretary of the Interior Cecil D. Andrus said more than \$97 million of the total came from mineral leasing revenues for the six-month period ended September 30, 1978. The remainder came from grazing fees and land and material sales for the past fiscal year.

"With the exception of Alaska, each state having public lands receives 50 percent of federal revenue collected within that state from mineral leasing bonuses, rentals and royalties. Alaska receives 75.6 percent of oil and gas royalties and 88.2 percent of all other mineral rents and bonuses.

"Largest amounts of funds went to Wyoming, \$35.1 million; and New Mexico, \$34 million. Alaska received \$659,000."

Nice, huh? It's OK to strip-mine public land, but if you want to ride a bike on it, that's bad news.

The Phantom Duck of the Desert and DIRT BIKE Magazine want to give a well-deserved standing ovation to California's District 37. District 37 has assumed a much more aggressive stance as of late and is hitting the BLM and the Sierra Club hard, hot and heavy in the courts.

Each time any event is turned down,

or delayed for no good reason, the Legal Defense Fund has stepped in and taken up the battle. We can only hope that all the other districts throughout the nation can get as tough and armed.

Apparently, this new get-tough attitude is coming from the Big Daddy itself, the AMA headquarters back in Ohio. We welcome this shift. It's time that the entire motorcycle industry realized that the government *will not* work with them in a rational manner. It seems, however, that they will respond to a big hammer held over their heads.

Who runs the BLM? Apparently the Sierra Club does. We received the following summary of events from the Dirt Diggers Motorcycle Club, immediately after they ran into serious trouble with their Red Garter Enduro.

"The Dirt Diggers Motorcycle Club, Inc. was given a permit (verbally) by the Forest Service, to hold their event in Ballinger Canyon on March 18, 1979. All stipulations in the permit were being complied with. The Sierra Club notified the Regional Forester, Mr. Zane Smith, that they intended to appeal the issuance of the permit, but they had insufficient time to find a reason to do so.

"Mr. Smith decided to issue a stay on the permit to give the Sierra Club time to find a reason. Because the Dirt Diggers had been cooperative and gone along with procedure and assumed that a verbal approval in front of witnesses by the Forest Supervisor had given us a right to hold our event, we found ourselves with no recourse in the end, but to telephone 400 riders on Thursday night, March 15, 1979 to cancel the event that was to be held three days later.

"I understand the Sierra Club's concern for conservation and protection of endangered species of both plants and animals. I also believe that we, motorcycle riding enthusiasts, share that concern. If for no other reason, we have to be concerned more than most people, because there is so little land left for us to enjoy our activity on, that we have to preserve it, or it won't be there next year.

"I might add that this is not our only concern, but as much as we are having more and more riding area taken away from us, it may well become our only concern.

"I believe the policies in the area of permit issuance need some study and revision. There should be some sort of a guarantee, that once issued a permit, that permit stands, unless a stipulation of the permit is not complied with. At least there should be a time limit on when an appeal can be made. Individuals may have their own

opinion, but they should not be allowed to let this opinion interfere with good judgment and fair treatment.

"We will continue to seek a permit in writing to hold our enduro in this area. The appeal by the Sierra Club has not been formalized as yet. They have assured us that when it is formalized, we will know on what grounds we could not have had our event. *It almost seems as though we should submit our permit applications to the Forest Service, after we have them approved by the Sierra Club.*"

P.J. Clark
D.D.M.C.

After reading all of the above, we feel it's time to honor the man who seems to enjoy licking the boots of the Sierra Club. To Mr. Zane G. Smith, the West Coast Regional Forest Supervisor, we hereby give the Phantom Duck of the Desert Special Award, the Royal Order of the Butt Kissers.

Mr. Smith, you surely deserve this one. Wear it with great pride and the next time someone wants to discuss pride, integrity and honesty with you, just show them this clipping and they'll understand your silence on the subject.

By the way, any of you folks who want to let Mr. Zane G. Smith know what you think of his "courageous" actions, he can be reached at:

Mr. Zane Smith
Regional Forester
Region V
U.S. Forest Service
630 Sansome St.
San Francisco, California 94111

Tell him the Duck sez that the brown on his cheeks goes real good with the yellow stripe down his back. Quack, quack, don't look back!

Recently, KHJ and K-EARTH radio gave the Duck equal time. The BLM had two trained geeks on, spouting their propaganda, and those fair-minded stations invited Rick Sieman and the Phantom Duck to give their side of the issue. A half-hour show was aired three times over a weekend on both stations. Allll-right!

The big trial between the Phantom Duck and the BLM will be on May 22nd. As this is written, it's still time before that crucial battle. Meanwhile, the Duck sez: "We're fighting and we think we can win. We examined the 'evidence' of the BLM and can prove that it's full of holes." If you want to continue to arm the Duck in his war, send a buck to:

THE PHANTOM DUCK
OF THE DESERT
7896 Kempster Ave.
Fontana, California 92335

Kawasaki KL250 A-2

THE THUMPER SYNDROME

Cow-trailing the 7-11 Special

By the Staff of Dirt Bike

The KL250 enjoyed a variety of uses during its stay in the DB fold. We rode it to and from work, around high mountains, in muddy streams — one staffer even used it to pass a driving test for a bike license. It huffed and puffed around all over the place, and probably picked up more miles than the average DB test bike. And we came up with a number of conclusions. The main one? It worked a lot better on the street.

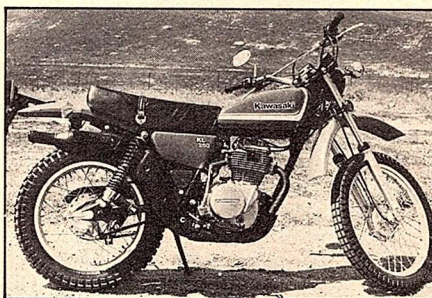
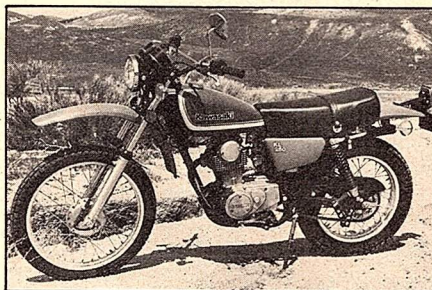
The KL seems to be about five years behind the times. Short suspension travel and a low ground clearance, on a full-sized bike, make it suitable for putting around on back roads and little else, and the stock jetting on our bike was so far off that it felt like a weak 175. And it was heavy.

But we rode it. And it didn't do too badly, just as long as we thought *slow*. As long as the bike was ridden within the limits imposed by its design, we could learn to live with it. But like it? Not in a day of long-travel suspension, powerful, light motors, good available tires and suspension components, and forgiving handling. Maybe a few years ago, but not now.

Let's look at this thing a little closer.

Mechanicals

The motor is a rather straightforward, overhead cam four-stroke, with nothing unusual about its design, save the fact that it resembles a Jawa speedway motor. Only in looks, not in performance. Early in the game, we decided that the KL was running too rich, but not having a set of Keihin carb jets stopped us from doing the major tinker. Halfway through the test, at an altitude of 6000 feet, the jetting



became unbearable. The motor was literally eight-stroking. We used a makeshift cure.

The air box is a side-access affair, the cover of the box sealing the top of the filter, and the whole mess is held on with a wingnut. We removed the cover, cut out a piece of plastic number plate to conform to the shape of the filter, and tightened it up in place of the cover. The difference was astounding. The pulling power of the KL was doubled, and it would now rev out to redline with no trouble. If waterproofing isn't important to the owner, we would suggest cutting a few one-inch holes in the top of the air box cover, and then a thorough rejetting session. The power is there, but you have to go in looking for it.

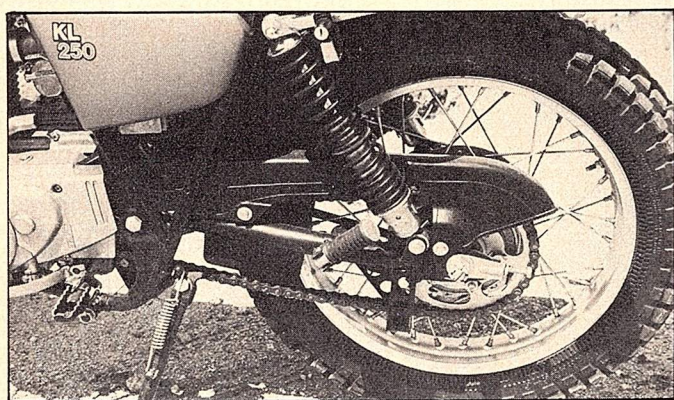
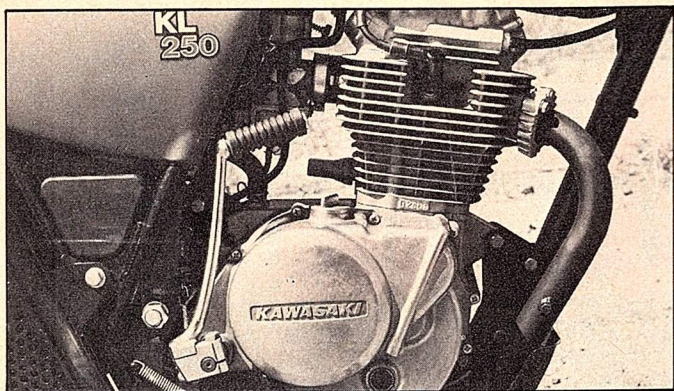
Turning to the suspension, we notice

that the front forks are reputed to have 7.28 inches of travel. Not too shabby. We felt they were kind of harsh, but a fork kit would probably mellow them right out, at about eight inches, plenty for trail riding. But what about those chrome shocks? A quick look at the spec sheet says that they are capable of 4.3 inches of travel. This must be wrong, it felt like at least five inches. Even with a good pair of shocks, you would be hard-pressed to achieve more than a total of six inches of travel. And a different pair of shocks is a must for the dirt.

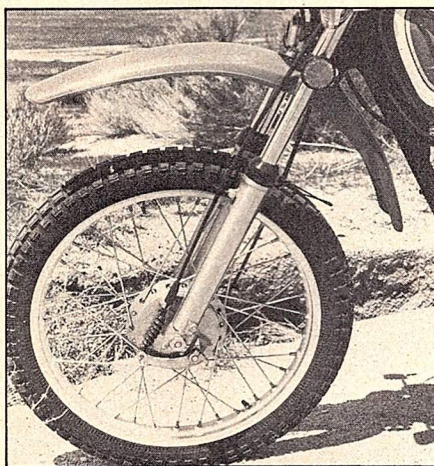
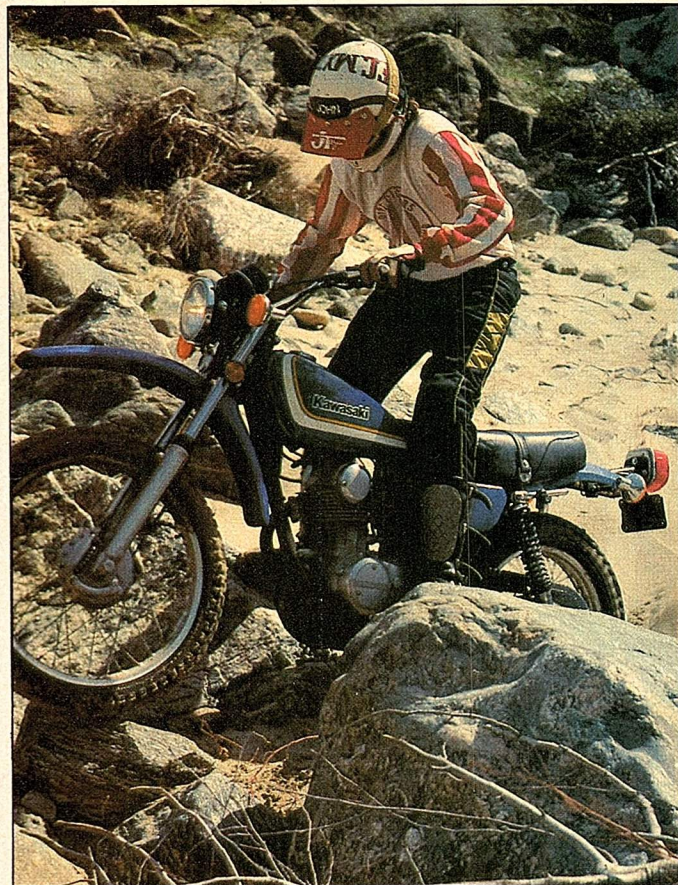
Another problem we noticed was ground clearance — not enough of it. Every time we bottomed out cresting a rise or a small bump, our feet were neatly cleaned off the pegs. A low clearance like this leaves you with very little confidence in a rock field. As a matter of fact, we managed to bend both the shift and brake pedal, supporting that theory.

The KL has a battery electrical system, that gave us no problems throughout the test. Thankfully, the battery isn't needed to start the bike, only to make the lights — none of which burnt out during the test — street-legal. The ignition kept firing the plug throughout the richest jetting conditions imaginable, and it fired on the first couple of kicks every time.

And it certainly was quiet. One of our testers complained that he couldn't hear what the motor was doing in critical sections. If only we had problems like this with every bike. Once we modified the air box cover, the noise was doubled (all induction noise), but it still wasn't offensive. It's a shame that the muffler system



(TOP) The KL's motor had plenty of power — after we jetted the carb. (BOTTOM) The chain is covered with a plastic chain guard, running its entire length. Trials tires offered little traction on the hills.



(LEFT) Rear shocks are straight from the stone age. Muffler is quiet, but quite heavy. (RIGHT) The front forks boast of over seven inches of travel. Brakes, front and rear, were surprisingly good.

apparently weighs about 20 pounds, and will soon be replaced by anyone concerned with performance in the dirt.

Tires are Bridgestone trials-type, and work as you would expect them to in most dirt conditions — wheelspin by the cartload, unless the ground is moist, flat and smooth. Although, compared to knobbies, they're not half bad on the street. . .

In conclusion. . .

What can we say about the KL250? All the parts are there — good alloy

rims, much can be done to save weight, there's power in the mill — at the expense of a little tuning. And it's not all that uncomfortable to ride at slow to moderate speeds in the rough stuff, once the shocks are taken care of. It's a nice, mellow sort of street bike, with good, clean, quiet four-stroke manners. Things just start getting grim once you leave the asphalt.

But, perhaps that's where the KL belongs? A form of transportation, with just enough ability to take you for short jaunts in the outback, and get you back out again. If pure dirt is what you're

Kawasaki KL250 A-2

PRICE, APPROX	 \$1449
ENGINE TYPE	 OHC four-stroke single
BORE AND STROKE	 70 x 64mm
DISPLACEMENT	 246cc
HORSEPOWER (CLAIMED BY FACTORY):	 21 at 8000 rpm
CARBURETION	 Keihin PW28
FUEL TANK CAPACITY	 8.8 liters (2.3 gallons)
LUBRICATION	 Wet sump
TRANSMISSION	 Five speed, constant mesh
GEARING, FRONT/REAR	 14/40
IGNITION	 Magneto
WHEELBASE	 1400mm (55.1 inches)
GROUND CLEARANCE	 205mm (8.07 inches)
STEERING HEAD ANGLE	 29 degrees
WEIGHT (CLAIMED)	 125 kg (275.5 pounds)
INTENDED USE, MFR	 Street/trail
COUNTRY OF ORIGIN	 Japan
DISTRIBUTOR:	

Kawasaki Motors Corp., U.S.A.
2009 E. Edinger Avenue
Santa Ana, California 92705

interested in, you will obviously have better choices. Kawasaki themselves are coming out with the KLX — a hybrid created from a KX chassis and a KL250-based motor — that promises to be an excellent dirt bike, following along in the TT/DR/XR crowd of thumpers.

So, in the meantime, what do we do with the KL? Well, it's a lot more fun to fire one up for a trip down the street, rather than climbing into that multi-cylinder monster in the driveway. Who knows, maybe we'll all get to like it? □

Suzuki DS185N

MIDDLEWEIGHT MUD-RUNNER

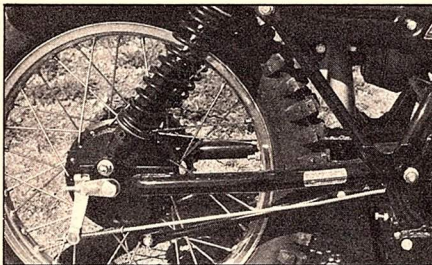
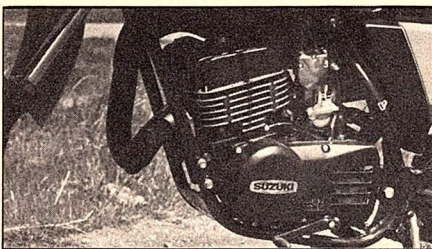
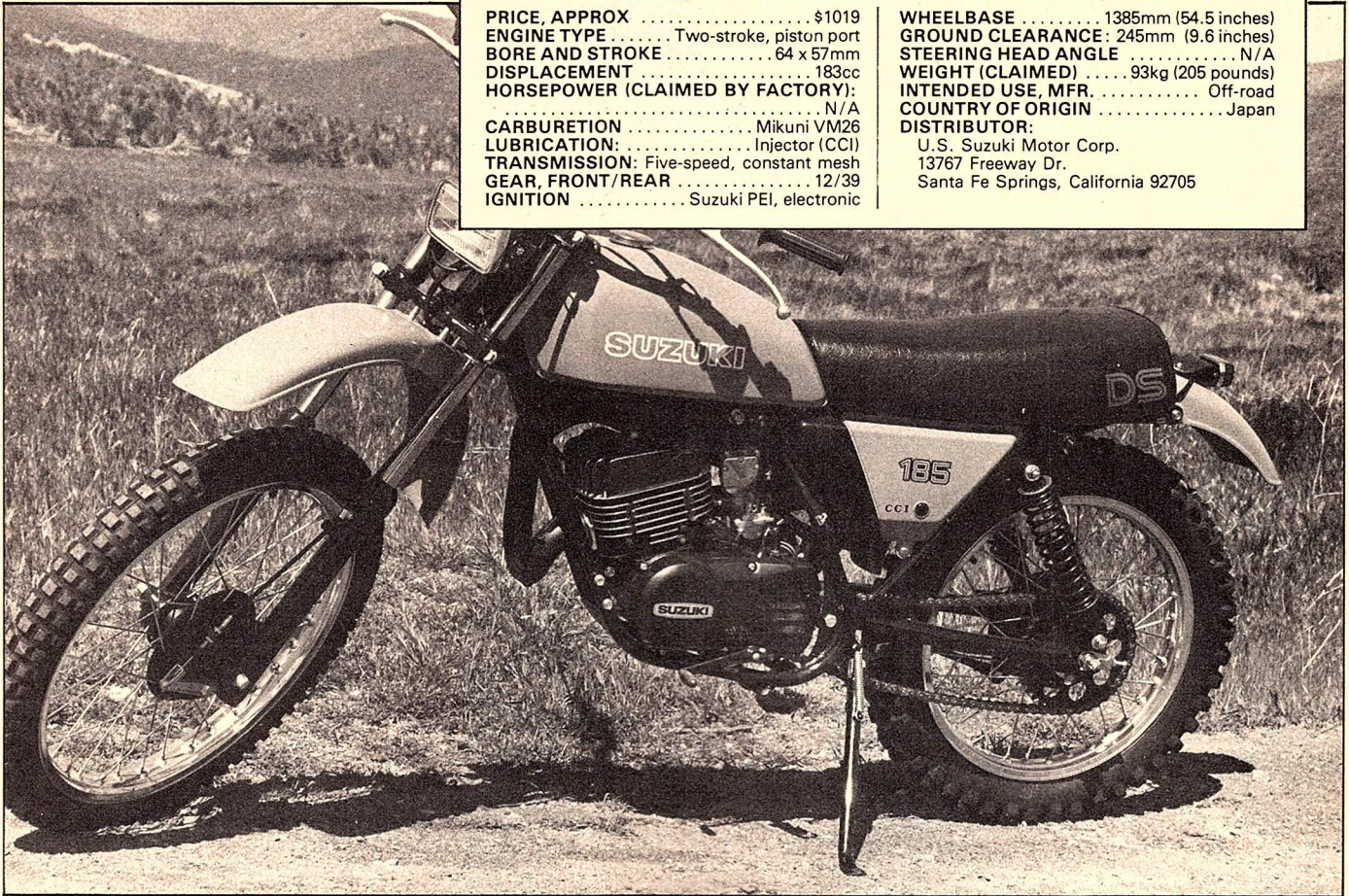
What! Another one?
By the Dirt Bike Staff



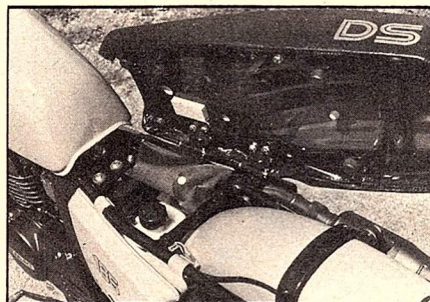
Suzuki DS185N

PRICE, APPROX \$1019
 ENGINE TYPE Two-stroke, piston port
 BORE AND STROKE 64 x 57mm
 DISPLACEMENT 183cc
 HORSEPOWER (CLAIMED BY FACTORY):
 N/A
 CARBURETION Mikuni VM26
 LUBRICATION: Injector (CCI)
 TRANSMISSION: Five-speed, constant mesh
 GEAR, FRONT/REAR 12/39
 IGNITION Suzuki PEI, electronic

WHEELBASE 1385mm (54.5 inches)
 GROUND CLEARANCE: 245mm (9.6 inches)
 STEERING HEAD ANGLE N/A
 WEIGHT (CLAIMED) 93kg (205 pounds)
 INTENDED USE, MFR. Off-road
 COUNTRY OF ORIGIN Japan
 DISTRIBUTOR:
 U.S. Suzuki Motor Corp.
 13767 Freeway Dr.
 Santa Fe Springs, California 92705

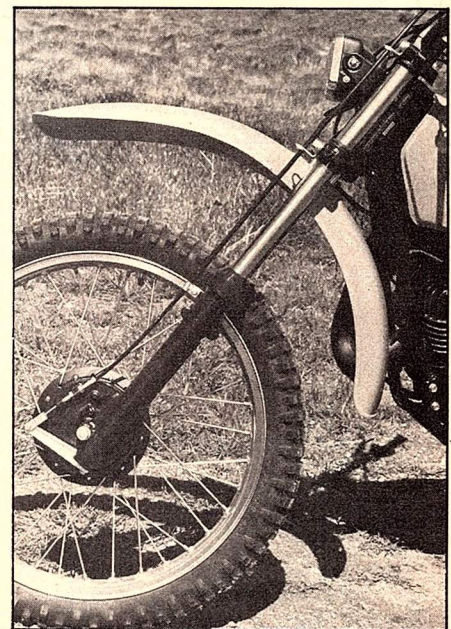


(TOP) DS powerplant is one of the most impressive parts of the bike. It wouldn't be out of place on a qualifier machine. (BOTTOM) Brakes had a tendency to lock up often on long downhills. Better sensitivity is needed here.



Flip-up seat reveals tool storage, oil filler for CCI tank. Snorkel device is air intake.

Front forks worked well, considering their size and limited travel.



Last month we tested the DS185's little brother, the 125, and a lot of what we said about it can be applied to this month's test. A good beginner's bike — not too tall, easy to ride, reliable, but a little bigger than the one-two-bits, and more motor.

Actually, it's a little unfair to call the DS strictly a beginner's machine. An awful lot of them can probably be

found on the starting lines of many enduros across the country. It may not be as glamorous, or as hard-core, as a PE, but a good rider will find out that the DS is ready and willing to go through anything that the higher-priced pure enduro machines will, if not a bit slower.

Speed, anymore, is directly related to suspension travel. And not just gobs of

travel — there are certain limits. The quality of the available travel (damping) is a major factor, and the length of travel is important. For motocross or desert riding, the more the better, but for trail riding, or enduros, there is such a thing as too much. In a horrible, deep mud run, suspension is almost useless. For tight

(Continued on next page)

woods, as in the eastern half of the country, eight or nine inches is just about the upper limit — if you still want the bike to turn. In an open, desert type of enduro you may be happy as a clam with ten inches. Casual trail riding doesn't demand a whole lot of stroke, either.

Keeping all this in mind, it's easy to place the DS185: Eastern mud runs, real tight woods, and slow trails. If you buy one of these to ride in the desert, you may not be happy.

PIECE BY PIECE

We took the DS out to one of our

standard testing areas, Texas Canyon, and started stomping around on it. Three things came to our attention, shortly, to separate it from the 125. The first was the power. Being a 185, naturally it was quite a bit faster than the smaller bike, and a lot easier to climb hills with. Good low-end grunt makes it easy to stay on when the going gets steep, and frantic downshifting was kept to a minimum. One negative aspect to this increase in motor was the limits of the chassis — we noticed much more flexing than with the 125. Not enough to make it dangerous, but we knew it was there.

Secondly, upon application of the loud handle, the DS became a rather short bike with a light front end. In other words: Wheelies! Lots of them. This bike is so happy on the rear wheel, we almost wondered why they bothered to put a front wheel on. A little throttle, a little weight transfer, and we were looking at the balance point. Occasionally we got a surprise, when we least wanted it.

Then, when we started down a hill, on a well-known trail, the third item reared its ugly head — gearing. Now, it's not that bad, but the bike was set up to pull a high first gear, and pull it it will. But one of our testers had trouble crawling down real nasty hills. Here's the problem: a real slow downhill, riddled with rain ruts. On the DS, considering the short suspension, it's necessary to creep down, picking a very careful line. First gear is too high to drag a real low rpm on the rear wheel, and traction is lousy, so whenever the brakes are applied the rear locks up — kills the motor — and another tester is flung on his head. If the gearing had been a little lower, we would have been able to control the rear a little better with engine compression, and would not have had to use the touchy rear brake. But this is a rather rare case. If the traction had been a little better, we might not have had anything to snivel about.

That's the other problem — traction. Uphill or down, the DS had its own ideas about lines to follow, and most of that was directly caused by the tires. To these tires, *grip* is something you carry your overnight things in. When you wear out your first set of skins on this bike (hopefully soon), and put on some knobs with a little meat on them, you'll find yourself a very happy person.

It's really interesting how one thing can cause so many changes. A little more motor, in a package essentially the same as a DS125, and it's a different bike. The tires go from mediocre to bad, the front wheel becomes joyously light, and the suspension limits come up a lot faster. It is possible to go very fast on the 185, but not on rough ground. The suspension is soft and short, and not all that fantastic in execution — but most people won't notice it for quite a while. Why? It's a light bike. It's a lot easier to control a marginal suspension on a bike that's not tipping the scales at 300 pounds, ready to go. We figure the DS is 220 wet, and at that figure the punishment isn't as great, but if you plan to ride hard, some aftermarket shocks will be in order.

As it stands, the DS is a pretty good buy. It will do most everything a recreational rider asks it to do, and not cause a whole lot of trouble doing it. □

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The KLX250.

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They took the race-proven KX chassis with its strong, lightweight, I-section aluminum swing arm, and added the best engine they could create. A tough 246cc four-stroke single. Then they made it as maneuverable as possible. 9.8

inches of travel front and rear with adjustable air-spring forks. (Try finding that on the competition!) And the KLX250 clears the ground with 12.8 inches to spare.

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Part One WHEN YOU BREAK THE 100s/175s

Small bikes, small prices —
OR SO it seems
By Paul Clipper

In our continuing effort to keep you informed on the ever-changing parts market, we'd like to welcome you to our series on the "in-between sizes." It seems that 100s and 175s aren't really everyone's first choice these days, when it comes to new iron, but actually they are a rather sizable portion of the market. There are always quite a number of them on the used market, and with a little careful shopping it's possible to pick yourself up a real bargain. Needs a little work? No sweat. Just arrive armed with our latest list and you'll know what you're in for right from the start.

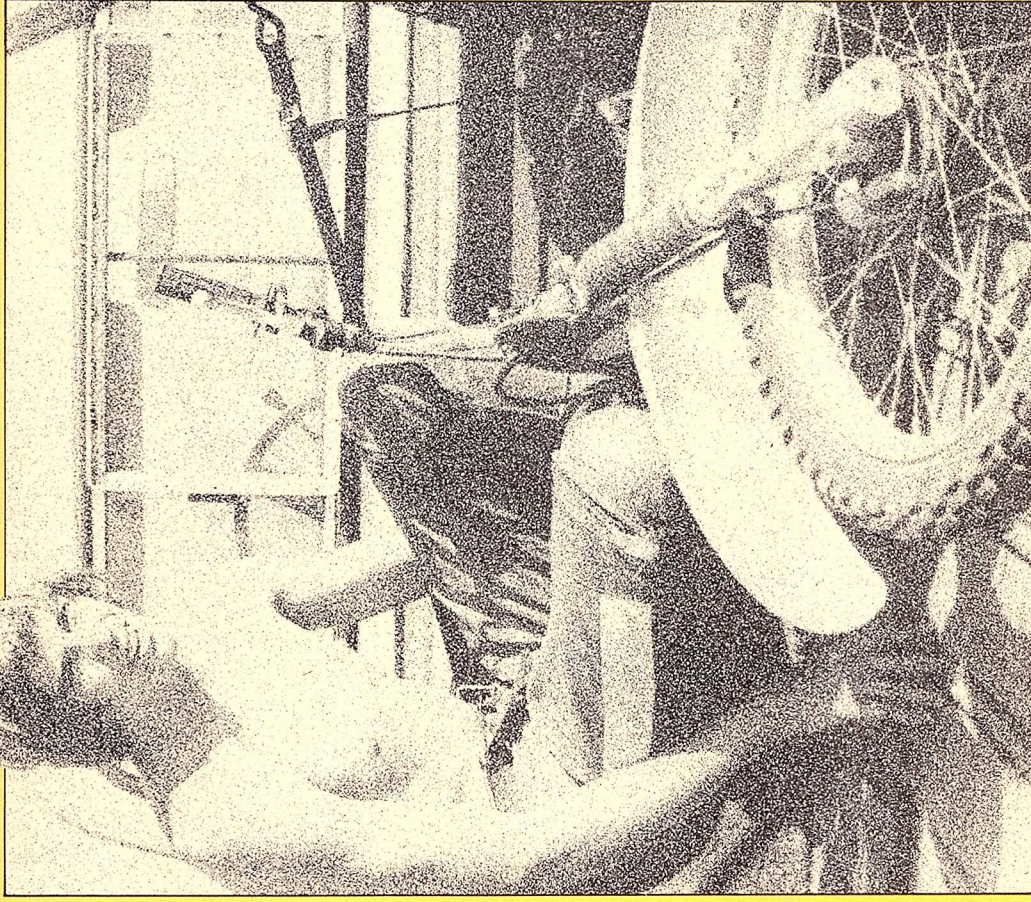
As you can see from a quick glance, it's not going to cost as much to fix up

one of these as, say, a 250. And a careful choice of a scooter that has a reputation for being dependable will mean that you won't have to be fixing it all of the time. Which ones are the most unbreakable? Ask around, talk to people who own them, and people who fix them, too. You can ask the guy who wants to sell you his bike, but you might be able to guess what he's going to say.

The same goes for buying a new bike. Don't be afraid to ask questions. And remember that any bike only lasts as long as you take care of it.

And now a word about prices. The numbers on this list are current at the

time of printing (three months ago) and represent suggested retail prices *on the West Coast*. If you live anywhere else in the world, you may notice a difference between our chart and what the parts man tells you. This is one of the sad facts of life. Occasionally the price quoted may be lower, but more than likely it'll be a bit higher. If a bike or a part has to be shipped a good distance from a major warehouse, you can expect to have to foot the bill for the shipping charges. And freight isn't getting any cheaper these days, either. And so, we close, with the often-quoted and much-loved phrase, "Prices are subject to change without notice." □

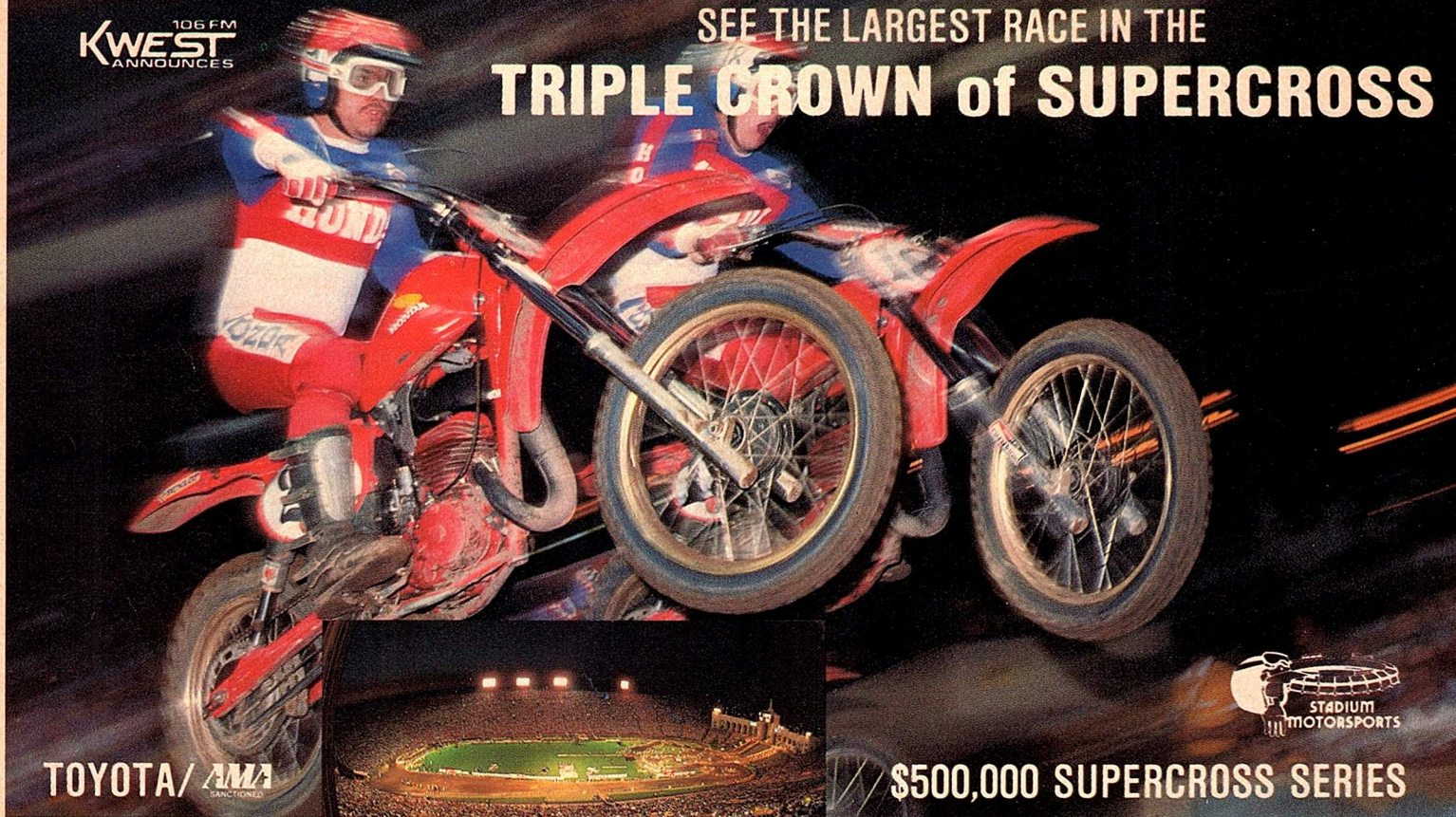


	Retail Price	Recommended Spark Plug	Piston	Rings	Wrist Pin	Top End Bearing	Cylinder Barrel	Sleeve Liner	Cylinder Head	Top Coil
Can-Am 175	1339.00	1.05	*44.80	15.28	5.57	2.40	245.73	59.74	128.64	91.62
Hercules 175	N/A	7.42	53.52	15.87	7.78	5.58	188.36	23.80	57.91	53.13
Honda XL100	898.00	1.53	8.30	9.20	1.23	N/A	51.30	N/A	74.50	17.40
Honda XR185	1248.00	1.53	17.70	8.20	2.69	N/A	62.10	N/A	97.00	25.90
Honda XL185	1065.00	1.53	11.60	8.20	2.69	N/A	62.10	N/A	97.00	25.90
Kawasaki KE100	799.00	1.50	9.90	7.92	2.10	5.28	151.20	N/A	35.10	19.24
Kawasaki KD175	1049.00	1.50	16.50	8.46	2.72	5.00	89.45	N/A	39.04	19.08
KTM 175 MC80, MX	1964.00	2.95	*55.07	9.62/6.16	4.76	2.15	247.73	40.79	49.32	27.95
Suzuki RM100N	1029.00	3.13	15.75	11.10	2.22	3.89	92.67	N/A	42.54	23.98
Suzuki TS100N	779.00	1.62	9.99	8.88	2.22	3.89	76.72	N/A	27.76	22.20
Suzuki DS100N	689.00	1.62	11.99	8.88	2.22	3.89	71.82	N/A	30.53	22.20
Suzuki PE175N	1369.00	3.13	22.20	13.88	3.33	2.78	123.94	N/A	57.54	23.98
Suzuki DS185	1019.00	1.62	13.88	11.10	2.78	2.78	90.29	N/A	44.41	22.57
Suzuki TS185	1099.00	1.62	13.88	11.10	2.78	2.78	90.29	N/A	44.41	22.57
Yamaha DT100F	749.00	1.50	13.78	8.86	1.46	2.42	51.14	N/A	22.42	23.44
Yamaha YZ100F	1097.00	2.95	14.68	6.24	1.38	2.18	108.48	N/A	32.98	21.48
Yamaha DT175F	1099.00	1.50	15.98	6.68	2.46	2.78	100.44	N/A	31.88	23.96
Yamaha IT175F	1257.00	2.95	16.52	7.98	2.46	2.78	108.48	N/A	32.04	23.96

*Piston assembly — includes rings, wrist pin and circlips.

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ANNOUNCES

SEE THE LARGEST RACE IN THE TRIPLE CROWN of SUPERCROSS



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SUPERBOWL OF

MOTOCROSS VIII

JULY 14th • LOS ANGELES COLISEUM

It's coming back! The brightest jewel in the "TRIPLE CROWN of SUPERCROSS!" The Coca-Cola Superbowl of Motocross returns to the Los Angeles Coliseum on Saturday, July 14th!

Beginning with Atlanta's MR. PiBB Superbowl of Motocross South in March and ending with the Coca-Cola Motocross Finals at Anaheim Stadium in November, 80 of the fastest professional stadium riders in the world compete in the "TRIPLE CROWN" and all agree that the most prestigious race in the entire supercross circuit is the **BIG** one coming up at the coliseum!

As in the seven years past, 80,000 fans are going to go crazy with the famed "PERISTILE JUMP," incredible high-speed 70 m.p.h. straightaways, triple berms and whoop-de-dooos, but they haven't seen anything yet! The "PERISTILE'S" got new competition as the most spectacular jump in stadium motocross... at the other end of the stadium, a **NEW** monster has been created! "The TOYOTA TORNADO!"

The riders enter the "TORNADO" at high speed and are immediately sucked into a centrifugal velodrome with concave walls that will allow them to take either of two lines horizontally before they are launched out onto a ramp up into the stands, through another reverse curve of near vertical berms, and then back again towards the

stadium infield. Only this time it's out over a ramp that spans the starting line! An over-and-under jump that will project them back onto the racecourse like ballistic missiles!

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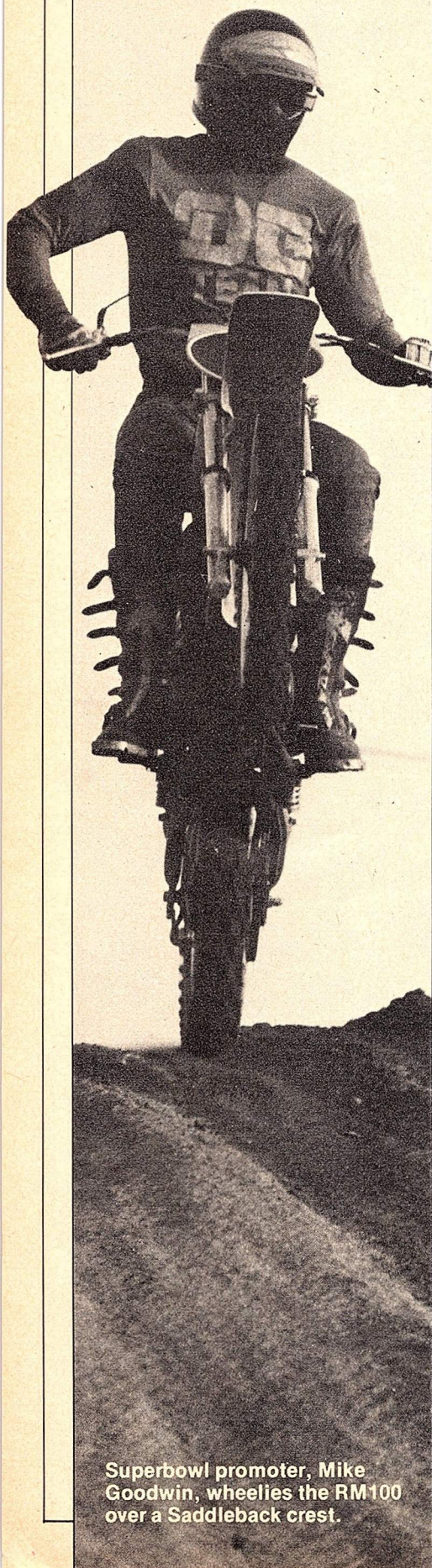
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Suzuki RM100 Motocrosser

THE IN-BETWEEN RACER

Two bikes dominate the 100 class.
This is one of them.





Superbowl promoter, Mike Goodwin, wheelies the RM100 over a Saddleback crest.

We ran the entire gamut of emotions when we received the new '79 Suzuki RM100 for a test. First, we were delighted that the bike looked so totally professional. Wow! Bristling with trick stuff. Long suspension, front and rear, aluminum swingarm.

Uh oh. Wait a minute. The arm, we found out, was not aluminum, but steel, painted to look like aluminum. Disappointment.

Then, we weighed the bike on the incredibly accurate DB scales, which are accurate to one ten-thousandth of a ton, plus or minus. Very, very light. 183 pounds dry, then add ten pounds for gas and oil in the forks and gearbox, and you're still way under the 200-pound mark, ready to race. Happiness.

Next, we had one of our lighter testers hop on the bike and put in a few laps. He came in and sighed, "The thing is sooooo slow I can't believe it."

Utter disappointment.

We rode the bike a few more times, half-heartedly. While we were favorably impressed with the handling and the suspension, we still could not understand the horsepower. Or rather, the lack of horsepower. It was only when we started to tear the bike apart to examine it, in the plush, well-lit DIRT BIKE garage, that we found the culprit. Right on top of the air box was a strange plastic piece. We pried it off and underneath, we saw a regular Suzie air filter/air box setup.

We wondered if this would make any difference, so the bike was fired up and blitzed down the alley a few times. Hoo-hah! So, there's where all them ponies was.

Elation!

Back to the track. We called up the same rider who had put the first few hours on the bike, and asked him to ride it again. After a few laps, he came back in, with the legendary guano-eating grin on his face and the following comment: "Now, this sucker runs OK. What'd you guys do, take it down to DG and get Harry to grind on the barrel some?"

More happiness!

"However, it's still not as fast as my YZ100, and that's the truth."

Sadness.

Whatever.

We went on with our test, satisfied with the knowledge that our test machine was at least running decently. After a bit of prying, we found out that the offending plastic lid was placed on the bike to quiet the inlet tract airflow noise down. We hear that Oregon has ultra-strict laws on noise, and this may have been done to allow sales of the bike in that state. No matter what the reason is, it surely strangles the power of the RM100, especially down low.

So, we'll report how the bike ran

after we took the lid off, simply because the lid made the bike a total slug. It's probably possible to drill enough holes in that plastic lid to obtain a compromise, we suspect, but in stock configuration, it murders the horsepower and response.

Naturally, the bike will be compared to the YZ100. There's no escaping the logical battle between these two machines. In many parts of the country, there's a very active 100 class. In other parts, anything up to 100cc is considered a mini-bike.

Here's where the beauty of a full-sized real 100cc motorcycle comes in. It's not a mini-bike, not by a long shot. But, it's also not ferocious enough to take an emerging mini rider and intimidate him. The bikes are still light, low and easy to handle. The big plus, though, is that they have full-sized wheels and a decently proportioned chassis, which allows the rider a reasonable transition from minis to the long-legged big iron. Also, the 100s are (in general) very reliable and nowhere near as fussy as the 125s. Parts are also much, much cheaper.

Back to the RM100. Here's the bottom line: It's not as fast in a drag race as the YZ100. Simple as that. It does, however, have more low-end response and a smoother mid-range spread of power than the YZ100.

We also felt that the suspension on the RM was superior to that of the YZ, especially at the rear. And, most importantly, we think that the RM turns easier and steers more accurately than the YZ. The YZ will work better in a straight line at high speeds than the RM. It all sort of boils down to what kind of riding you want to do. On a tight, twisty track, the RM will be hard to get around. But, on a decent straightaway, the YZ should pull even a crisp RM.

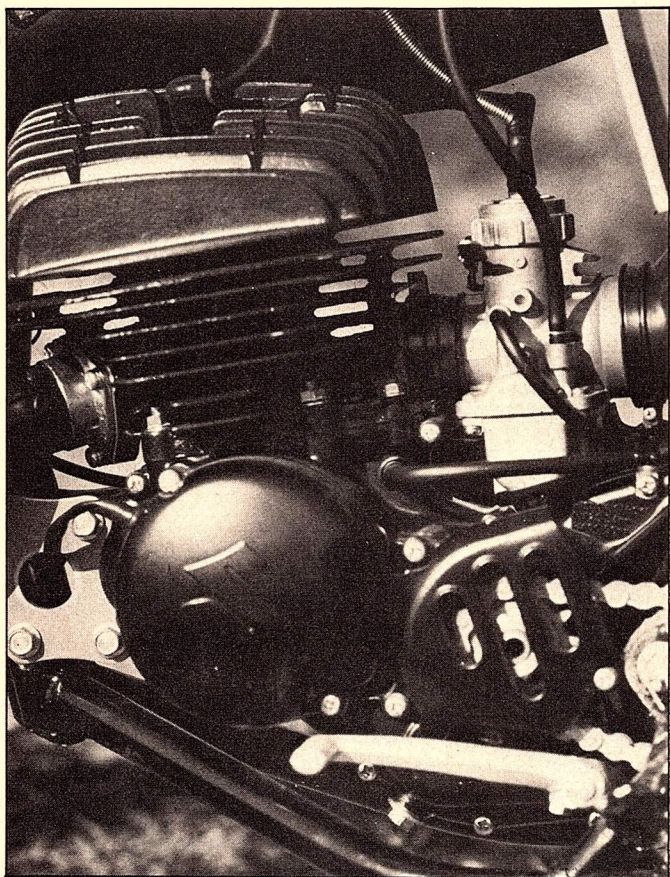
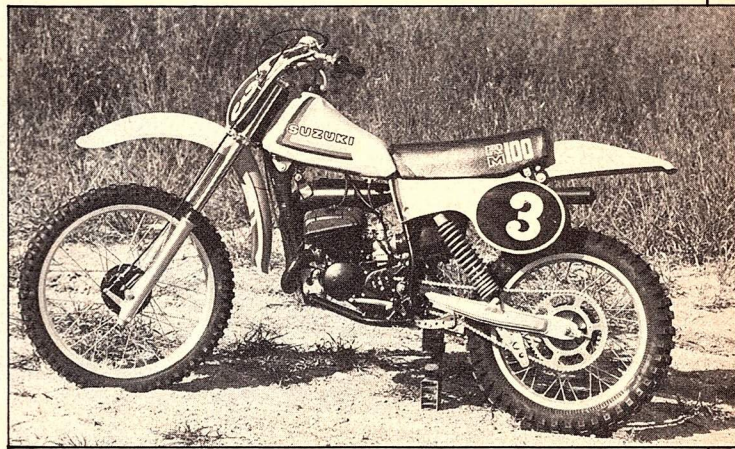
The 1979 RM100 appears to be a totally different machine, sharing very little with the '78. Even the frame has the same shape and angles as the larger 125, 250 and 400 RMs.

Side panels, styling and suspension are also all different. Gone are the low frame rails and footpegs of last year that snagged and snared so many unwary toes. Now, the engine rides higher and the peg location is improved.

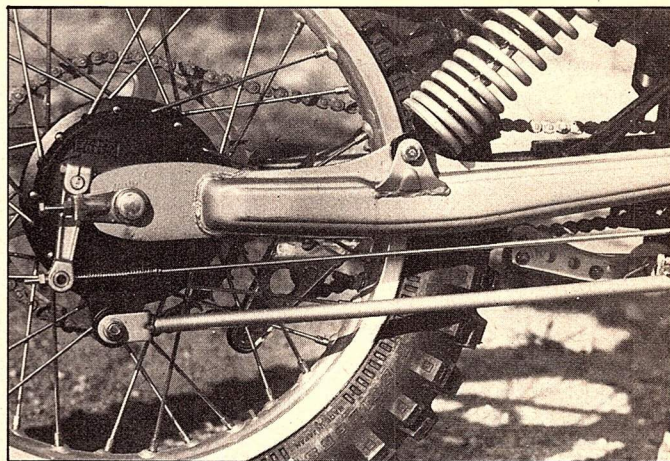
Gone, too, is the bulge in the side panels that used to force the rider's legs outward when standing for a jump. Everything is tucked in cleaner and closer.

Forks are not air capped, but travel is very close to nine inches. Matching the long front, there's 8½ inches at the rear; more than enough for an average 125, let alone a 100.

(Continued on page 68)



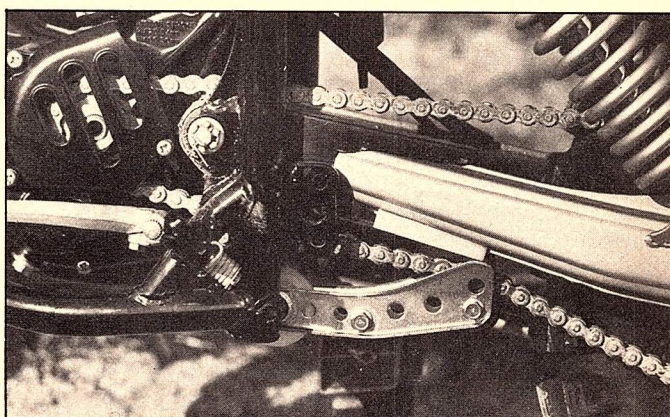
Torque engine looks much bigger than a 100 and even shares some components with the 125 RM.



Swingarm looks like an aluminum special, but, in reality, is steel, painted to fake you out.



New plastic, all the way around, keeps the '79 RM image intact for the 100.



125 HONDA MAGIC

Race prepping Little Red

By Ned Owens

When Honda finally released its long-awaited "Little Red" — the CR125R — it was met with mixed reviews. There are some definite problems with the new little Honda.

The package — in stock trim — shows a lot of potential, but in several areas the new little Elsinore just doesn't meet the standards set by some of the bikes in its class.

Two of these areas are real majors — the rear suspension and the engine. That doesn't leave much, and what remains also needs close scrutiny before the CR is ready for upper-level, local competition.

We spent an afternoon with one of California's ace tuners — Harry Klemm. Here's a guy who's probably more successful for consistently developing high-performance equipment for competition machines than nearly any other tuner in motocross. We picked Harry's brain for some of the developmental feedback that he's found while campaigning a pro racing effort on the CR125R.

Engine

If you've been smoked with some regularity by the "N" Suzukis to the first corner or in any other power situation, then you're well aware of the limited power of the CR. It seems that one of the biggest problems with the engine is overheating. The stock head, while exhibiting good radial fin design, has neither enough separate fins or large enough fins to ensure good cooling. This is the first area that has to be tackled in the engine. DG's radial head, with fins, has nearly four times the cooling surface area of the stock head. It also raises compression slightly. This change allows the machine to rev higher and pull stronger throughout the power range.

With the cooling problem alleviated, the next improvement comes with a switch from the 32mm Keihin stock

carb to a specially jetted 34 Mikuni. This improves the high revs again, but also helps bring in the power earlier and provides more throttle response throughout. With the carb and head, the CR — a fresh one — should be as fast as a stock RM-N.

Basically the pipe is a good design that complements the stock carb and head, but it needs modification when used with the new parts. If the pipe only needed a single cut-and-weld operation, the stocker could be used. Unfortunately, it needs several small changes that negate the use of the stock pipe. Here, DG offers their new press-formed expansion chamber that makes best use of the carb and head.

Klemm feels that although a slight performance gain can be had with a replacement CDI, the stock unit is quite good and he normally doesn't replace them.

Inside the barrel, the stock porting is comparatively mild, especially compared to earlier CRs, which were far too pipey. Rather than go hog-wild inside, Harry specifies some modest but effective changes to the port timing and flow of the transfers. This allows the engine to be stronger everywhere without giving anything up on the bottom.

Apparently, a lot of CR owners are a little weird about their chromed aluminum cylinders. They are good units when used with the proper piston and rings, but won't take a lot of mistuning abuse. Some owners who have seizing problems have found that the replacement cost is around \$200 for this intricate casting. Part of the seizing problem can usually be traced to a leaking intake manifold. If the manifold and reed assembly are removed, then not only new gaskets but a good fuel-proof gasket sealer should be used to seal all the surfaces around the intake. The attachment bolts are pretty far apart and a certain

amount of warpage can be detected after a while, especially if the bolts are overtightened.

If you have managed to seize and score the barrel, DG offers an iron liner replacement that provides four overbores. Since the stock piston with its iron ring can't be used in an iron bore, the liner is designed to fit the earlier-model CR chrome-ring pistons. DG is developing a single-ring piston for use in the liner that will replace the double-ring piston. This will let the engine react quicker because there is less drag on the piston.

If you are still using the stock barrel, then plan to ring the top end after about two hours — not including break-in time. This is the only way you can ensure that the motor will be fresh and strong, otherwise a loss of power is evident.

Suspension

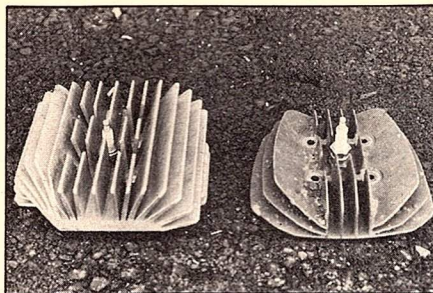
Both ends of the CR need work, but most of the attention should be paid to the rear. The stock shocks are not particularly happy in their role — at least with the stock swingarm design. The first step is an improvement in swingarm strength with the replacement of the stocker with a longer, stronger aluminum unit. The longer arm not only changes the relationship of the engine to the wheels, but it provides a higher suspension leverage ratio that helps the stiff, stock shocks greatly. They still aren't right, but they're better. An increase in travel is another side benefit.

DG is currently working with the new combination internal spring/air shock from Kayaba. This new unit has only one pressure setting and uses comparatively light pressures — 58 psi seems to be ideal for the average fast rider. (These shocks were just being introduced at this writing, so keep an

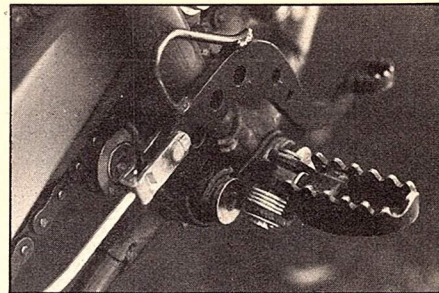
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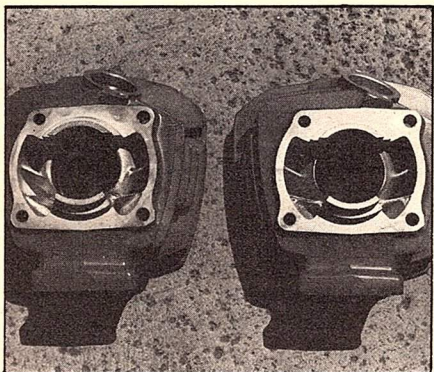
Air caps are added to the unmodified forks. Directing valves to the rear avoids fouled cables.



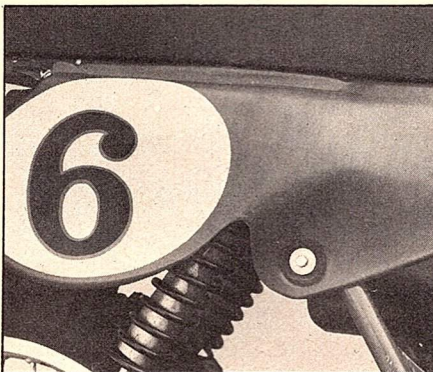
Finning area is greatly increased on DG radial at left over stock.



Brake lever snags Scott boots — new right boot is apparently being offered.



Ported cylinder (at left) has greatly improved breathing over stock unit. An iron liner is available to provide normal overbores on the all-aluminum cylinder.



FIM side panels not only make bikes legal at some tracks but are not as brittle as the stockers.



New Kayaba air shocks feature internal springs and single pressure operation. They'll be available soon.



Seat attachment bolt is easily cross-threaded — keep an eye on this.

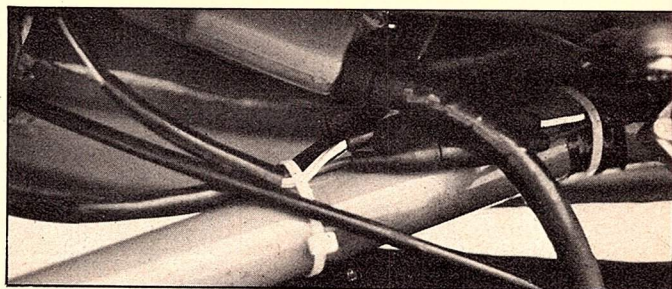
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DG HONDA CR125R

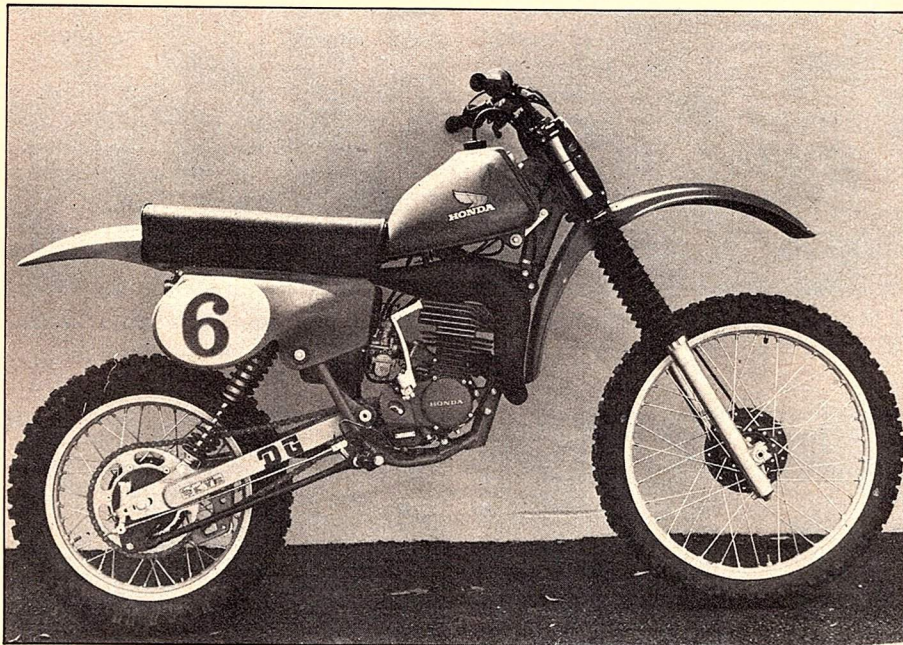
Stage 3 porting	80.00
Stage 5 porting	95.00
High-pipe	85.00
Radial head	64.50
34mm Mikuni	59.50
Sleeve kit, complete	130.00
FIM side panels	19.50
Aluminum swingarm	159.50
520 front sprockets	7.00
520 rear sprockets	27.50
Tsubaki 520 chain	31.00
Swingarm bushings	9.00
Phase II filter	9.00

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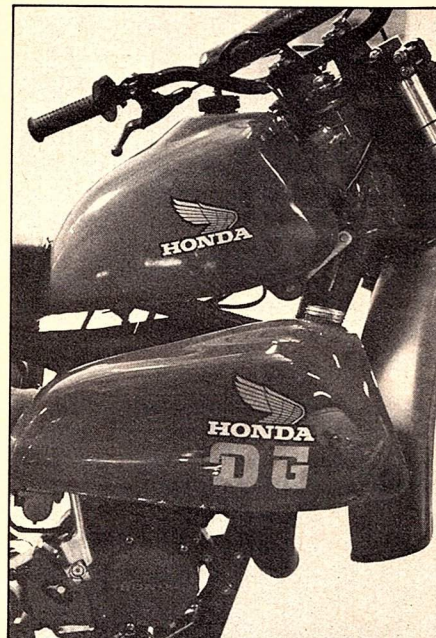
Complete DG CR-125R 2450.00



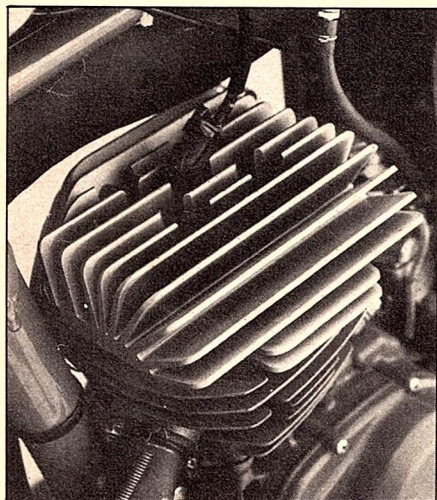
Wires under tank should be secured to keep them from melting on pipe.



Gold-colored swingarm adds one inch of length, changes suspension leverage ratio. Stock shocks are better as a result.

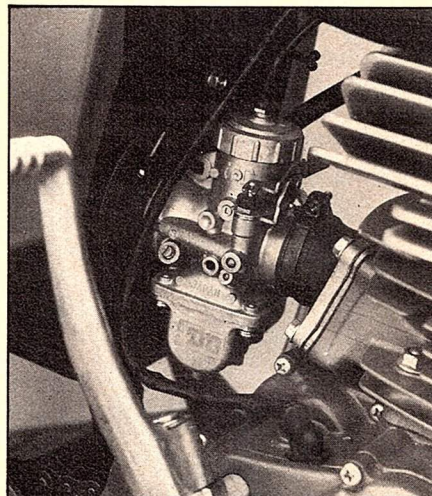


DG's plastic "Works" tank will be similar to tank at top but will have the stock mounting points of the stocker (bottom).



CR100R KIT

Currently under development and available soon is a sleeve-down kit for the 125 to make it a 100 class contender. This kit includes a sleeved cylinder (exchange) piston and ring set, special radial head, five-stage porting, special clutch springs, high pro pipe, a Mototek CDI, air filter, and a 30 or 32mm Mikuni carb. The sleeve kit as well as the rest of the pieces are available separately, or as a complete kit for approximately \$410. Check with your local DG dealer for a parts price breakdown and date of availability.



eye on an evaluation soon in DB. — Ed.)

Another word on swingarm mods: Whenever any maintenance has to be done on the swingarm pivot bearings or when the engine is removed, be sure to keep the pivot bolt well-greased. Otherwise, the bolt can be very difficult to remove.

Up front, air caps are added to the stock forks. It seems that the stock springs sack out pretty rapidly, so running between 5 and 13 psi helps overcome this condition and provides a wider spring tuning range. Harry uses PJ-1 10-weight fork oil of the factory-specified amount.

A problem with past Honda CR125s was the weak steering stem that needed near-constant attention to lubrication and tightening torque. But for the new CR125R, Honda has

remedied this with a very well-designed and constructed steering head, stem and bearings, so this is no longer a sore spot.

Wheels and tires

Probably one of the most controversial items to come up in the last several years is the application of a 23-inch front wheel on the Honda MXers. There are certain advantages, such as a larger tire contact "footprint" and less chance of dropping into holes, but the disadvantages are critical.

The largest single problem with the 23-inch front wheel, at this stage of the game, is the lack of variety of tire choices. The standard "claw action" tire is good on extremely hard-packed, adobe-like surfaces, but is downright scary in the mud. In some types of mud

the tire fails to clean itself and becomes quite treacherous.

While it's true that some tires work better in mud, sand or on hard-pack than others, the rider with a 21-inch front wheel has a wide selection of rubber compounds and knob designs to choose from, each of which should provide the optimum traction for the conditions. The owner with the 23-inch setup doesn't — yet — have this same choice.

So, many riders are switching to a 21-inch front wheel assembly, even though it causes adverse geometry changes. It seems that the tire selection advantage outweighs the negative aspects of the front end changes. It's not a happy trade-off, at this stage, but hopefully more tire manufacturers will come out with the

(Continued on page 64)

The John Zink National Enduro

A 30-PERCENT CHANCE OF RAIN IN OKLAHOMA

First run on the Black Jack Circuit

By Rick Sieman

Special thanks to Dick Lane, for the use of his excellent 250 Husky



This was the most common scene at the John Zink National Enduro: riders drying their bikes out after crossing tank-deep streams and rivers.

"'Bout a 30-percent chance of rain for Sunday," said Jerry Atchison, when he picked us up at the Tulsa, Oklahoma, airport.

Us, in this particular case, was me and the Phantom Duck. We had been invited by the Tulsa Enduro Association to come down and speak at the banquet the night before the big National Enduro and then the good part: I got to ride in the 125-miler the next day.

Photos mostly by
Jerry Atchinson's Lovely Wife

The skies looked leaden, dull and evenly gray. Puddles of water were on the ground here and there — evidence of a very recent rain. Still, 30 percent was pretty good odds. I have bet (and lost) considerable sums in Vegas on worse odds.

While Jerry drove out to the huge John Zink Ranch (site of the enduro), he filled us in on what was happening in the middle of the country. The John Zink National was to be the first run of the Black Jack Enduro Circuit. This circuit was formed in early 1975 by a group of enduro riders in the states of

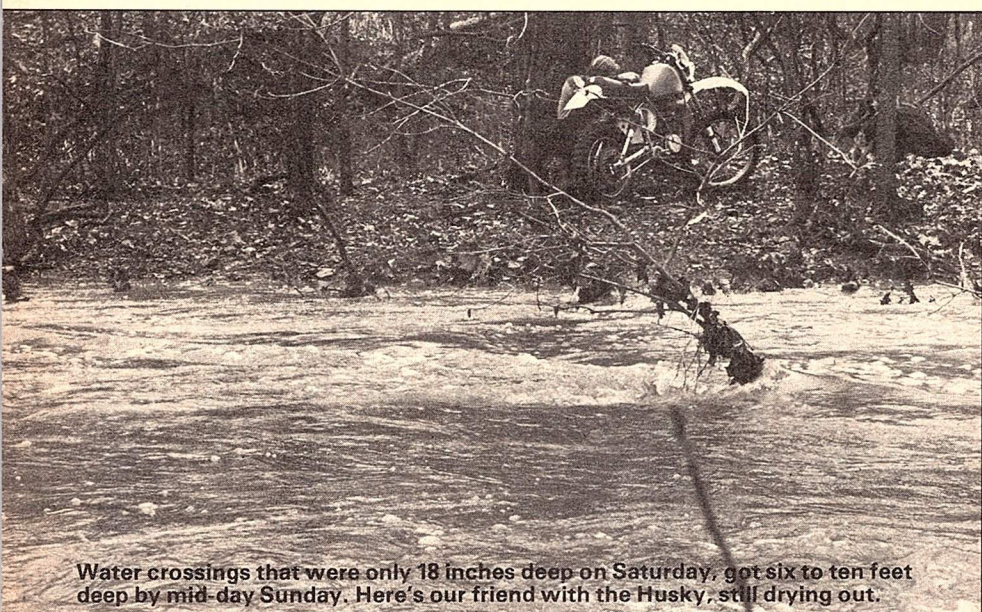
Arkansas, Oklahoma, Kansas and Missouri.

In 1975, they had seven runs during the year, with winners being named at the end of the year. This year, the Black Jack has 13 scheduled events, spreading over the original four founding states, but riders show up from all over the country to participate. A look at the schedule shows a busy season if a rider is serious about coming out on top in his class.

Those highly contested awards are always presented right before the first run of the new season — the John Zink



By the start of the enduro on Sunday morning, a heavy, steady rain was beating down on the riders.



Water crossings that were only 18 inches deep on Saturday, got six to ten feet deep by mid-day Sunday. Here's our friend with the Husky, still drying out.

Enduro. This not only serves to give an "official" feel to the beginning of a fresh season, but gets everyone fired up to chase after points from March through November.

1979 SCHEDULE OF EVENTS

March 18
March 25
April 8
April 22
May 6
May 20
August 12
August 26
September 9
September 23
September 30
October 28
November 11

JOHN ZINK NATIONAL — SKIATOOK, OKLAHOMA
WHITE ROCK — FT. SMITH, ARKANSAS
GOLDEN EAGLE — STILLWATER, OKLAHOMA
KAW VALLEY — LAWRENCE, KANSAS
DEVIL'S DEN — WEST FORK, ARKANSAS
SHO-ME — JEFFERSON CITY, MISSOURI
ELK CITY — ELK CITY, OKLAHOMA
FT. SILL — LAWTON, OKLAHOMA
COLUMBIA — COLUMBIA, MISSOURI
CHADWICK — SPRINGFIELD, MISSOURI
POTOSI — POTOSI, MISSOURI
MID-MO — MARSHALL, MISSOURI
R.M. WHEELER — MOUNDS, OKLAHOMA

While Jerry went on explaining about the riders, bikes and the terrain, a few fat drops of rain splattered on the windshield of his van. "Better today, than tomorrow," said Jerry, "Right?"

We agreed, but nervously.

After we arrived at the ranch, signed up and got our numbers, we found Dick Lane, owner of Kawasaki Village. Dick was supplying the bike for me to ride in the enduro. When I had talked to Jerry and Earl Schnell on the phone, they told me my mount would be a 1979 Husky 250 OR. I reminded them that I was only 5'8½" tall and could not even reach the ground when astride one of the long, lanky Huskys. Sure, they were great in the desert, but I had visions of trying to put a foot down on a narrow trail with a hundred-foot drop-off on one side, and plummeting out into space, with the Husky just waiting to land on me.

My fears were put aside when I met Dick and saw the bike. It had a cut-down saddle on the front half, which let me touch my feet comfortably on the ground while seated. The bike looked well set-up, but I had still brought some of my own personal little goodies with me.

I opened my big KRW gear bag and started emptying things on the ground. Lane looked puzzled. When Atchison saw my wide Andre desert bars, he giggled out loud. "You ain't gonna put those things on that bike, are you?"

"Sure," I replied. "Why not?"

I looked around. Everyone was smiling. I put the bars back in the bag. When in Rome, etc. . .

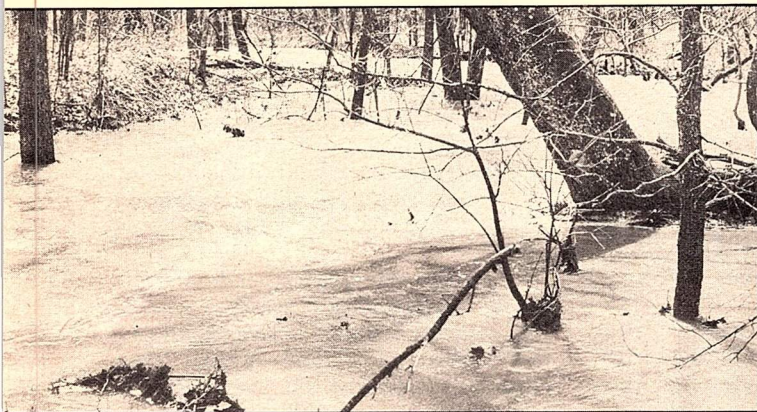
One thing I did, though, was to take the Curnutt shocks off the 250 OR. While these shocks take the bumps quite well, it's my personal opinion that the Husky OR does not steer well at medium speeds with them on. Right before I left L.A., I had Gil at Works

STATES REPRESENTED		BIKES REPRESENTED		AGE OF RIDERS			
OKLA-156	CAL-4	Husky-88	CZ-1	12-2	26-16	41-2	57-0
ARK-20	VA-1	KTM-49	Moni-1	13-2	27-19	42-4	58-0
IAN-37	Wis-2	YAM-85	Buz-4	14-3	28-16	43-5	59-1
MO-70	NEB-9	Honda-30	Ossa-2	15-7	29-20	44-5	60-1
COLO-11	ILL-25	Suz-78	Hodaka-4	16-3	30-17	45-2	61-1
TEX-5	N.MEX-1	KAW-6	HURCU-3	17-8	31-21	46-4	
MINN-4	MICH-3	LAN-Am-9	BOKON-1	18-4	32-15	47-3	
IOWA-21	TENN-1	Maico-12	SWM-2	19-6	33-12	48-2	
OHIO-4	MASS-1			20-10	34-22	49-0	
N.JER-3	N.HAM-1			21-13	35-16	50-2	
	WASH-1			22-14	36-20	51-1	
				23-17	37-10	52-0	
				24-18	38-10	53-1	
				25-7	39-5	54-0	
					40-5	55-0	
						56-1	

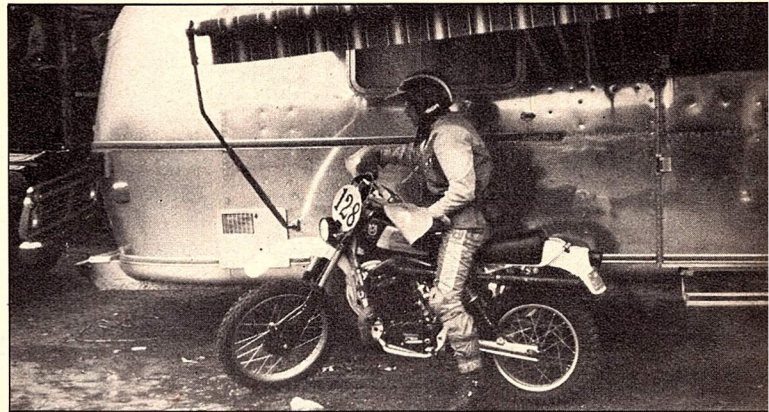
These three cards show a fascinating cross-section of bikes, locations and ages. One thing for sure. . . you were in Husky country.



The countryside on the John Zink Ranch is beautiful, rolling land with medium-sized hills and lots of rocks.

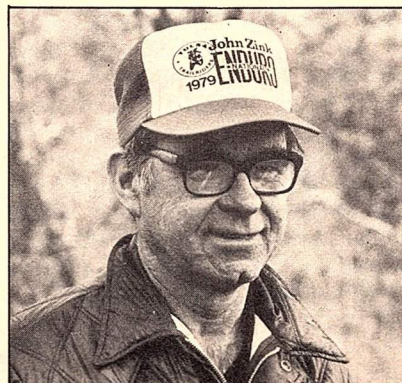


Before the rains quit, this was the way most of the carefully prepared course looked. No one made it to the sixth check.



No one finished the run. Not even King Richard, who waited under an awning until his starting number was up. Later, Burleson told us that he had to carry his bike across a half-dozen raging rivers that were just too deep to even consider riding across. At many times, the water was chin-deep, with branches and trees being swept away by the swift current.

Earl Schnell, Husky A rider out of Dick Lane's Kawasaki Village, snaps some Hi-Point hand protectors on in a vain attempt to keep dry. Schnell made it to five checks, despite a late starting number, and finished third in the 250 A class.



Each year, Jack Zink lets the riders use his land, free of charge. Jack is an accomplished off-road racer, with lots of wins to his credit. His team even won the Indy 500 a few times.

Performance build a set of his Gassers especially for the OR250.

After I installed the Gassers, I slipped on a helmet, fired the Husky up and wandered out in the general direction of the marked course to get an idea of what the terrain was like.

I soon found out. The soil (good and moist by now) was a red-orange color and liberally peppered with square rocks, ranging in size from grapefruits to basketballs. Traction was surprisingly good, even where there were deep puddles and mud.

It was when I wandered off the fireroads into the woods that I got nervous. Everywhere I looked, there were small, tough-looking trees, all growing about 26 inches apart. I shuddered. With those wide Andre bars, I would have spent the whole ride blasting knuckles into wood. No wonder the Husky had short, cut-down bars on it.

I got a chance to do that, too, as I hit a root going between two small Black Jack oaks and nailed the left one with the back of my hand. It was only an inch thick, not much more than a sapling, but that sucker just did not move. I got pranged like a tuning fork and immediately gained some respect for those nasty little trees.

The Husky proved to be a very tractable machine. Plenty of low end and very smooth power made it easy to ride. And when you got out on a fast section, the bike hauled the freight like a full-blown motocrosser. The suspension seemed ideal.

Those shocks that Gil had set up were nuts-on and the Husky forks were state of the art. It looked like it was going to be an enjoyable ride. The only thing that might possibly screw things up was a heavy rain, but like Jerry had said, there was only a 30-percent chance of rain, so. . .

That night, we attended the Black Jack Circuit Banquet and a good time was had by all. The barbecued beef was outrageously good and I am forced to admit that I made a pig of myself. Twice. Or was it three times?

I got up and ranted and raved for a while, then the Duck spoke about the battle with the BLM and how the fight was going. Then, it was awards time for the winners of the various classes for last year. Some flash-in-the-pan named Dick Burleson (where *have* I heard that name before?) gave out the trophies.

Everyone retired early for the big day to come. We spent the evening with a gentleman named Jack Zink, who just happened to own the land the enduro was held on. In fact, the enduro is named after his father. The whole Zink family has been a racing family for what seems like forever. They have wins in everything from Baja to Indy.

During the night, a gentle rain pattered down, and no one paid much attention to it.

In the morning, a mist and a very light drizzle was the order of the day. Still nothing to worry about. However, at seven o'clock, when the riders' meeting was called, the skies opened up and let loose. Water poured in heavy, leaden sheets. Within minutes, the pit area was ankle-deep in water and even deeper in mud. By eight o'clock, when the first group of riders was waved off, everyone knew it was going to be bad.

I was worried, because I wear glasses. Now, you guys who don't wear glasses, can just take your goggles off when the rain gets too bad and you can still see. If I take my goggles off, I have to take my glasses off, and if I take my glasses off, I can't see much past the front fender. A member of the Tulsa Trail Riders came to my rescue with a product called Rain-X. I applied some to both the goggles and the glasses and hoped for the best.

By the time I took off (fourth rider on the 68th minute), the rain was on the red line. Less than a minute down the trail, my goggles had covered over with water and mud spots. I turned my head sideways a bit, once I got up to speed, and the water and crud slithered right off the goggles. OK, Rain-X!!! By the way, this stuff is distributed by Hi-Point. Look for a full product evaluation, soon.

The going wasn't too bad for the first 30-35 minutes, then the creeks started turning into rivers and the rivers started turning into lakes.

More than once, I had to force the Husky across a hundred yards of barrel-deep water. I was worried at first, but apparently Dick Lane had done his set-up right on the money. The bike never even burped.

The woods were the hardest part for me. The muddy fireroads filled with rocks were no sweat. It felt just like a deep sandwash back in the desert. . . the faster you went, the easier it was to ride.

But those trees. Those damn trees! My progress through the woods was a series of lurches, grinds and bumps. More than once, I just jerked my hand off the grip and let the bar slam into a Black Jack tree, and would abruptly come to a halt with one knee over the front fender and my butt on the gas cap. Then, the whole mess of bike and rider would gracefully fall to the ground and I would have to pick up the bike, wipe the mud off the throttle and continue onward, silently cursing inside and planning to come through this forest in the near future with a chain saw.

After the second check, things started getting worse. I'd only dropped

seven points up until then, but the water started getting higher and higher at every water crossing. Even the best-set-up enduro bike cannot run under water.

I came to a very, very wide stream. Riders were stopped on both sides. Lots of bikes were upside down. I pulled the clutch in and studied the water. It looked deep and threatening. On the other side, some of the riders were pointing to the left. Others were pointing to the right. Jeez. Big help.

A rider on a new PE175 came up alongside me, chose the left and banzaied for the other side. He made it about 30 feet before the rushing water lopped over his tank and the bike fell on its side. Not even a grip showed above the surface. Somehow, the rider found the bike, dragged it back to the bank and joined the ranks of the upside-down machines.

After much careful thought and scientific consideration, I said the hell with it and went for the far right side. For a while, I thought I was going to make it; then, without even a warning, the whole Husky went under the water and started sinking. I scrambled off the bike and pawed for something solid. By the time my feet touched, the water was nearly at my chin.

Not having much of a choice, I wrestled the poor Husky across, hoping the water wouldn't get any deeper. When I reached the other side, the only dry thing on me was under my helmet.

I, too, joined the ranks of the dead bikes. Out came the plug and I started working the kickstarter by hand. Water pumped out in spurts and gurgles. Weary, I sat down next to the bike to rest. Something felt cold and clammy! Lordy, the river was rising and chasing me!

I pushed the bike farther down the trail and joined a group of five other miserable riders, all with dead bikes. We walked a few hundred yards down the trail and found that the river crossed there, too. Oh, just great. Trapped by a river on three sides and a steep, rock-strewn hill on the remaining side.

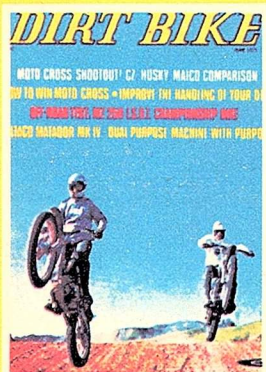
In less than an hour, the water rose at least another three or four feet, making it virtually impassable. We all worked on our bikes, trying to get them started.

Eventually, one of the Husky riders got his lit off and we all cheered. Mostly because he also had a tow rope. This gentleman started towing all of the dead bikes, one at a time, until he got them all lit up. The only rider having a real problem was a guy with an old RL Suzuki Exacta converted over for enduro work.

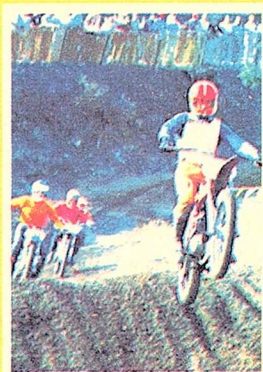
We all stood around, being of little use, and the rain kept pouring. One of
(Continued on page 63)

HERE'S A SUPER WAY TO COVER THE CRACKS,
FINGERPRINTS AND GRAFFITI ON YOUR WALLS . . .

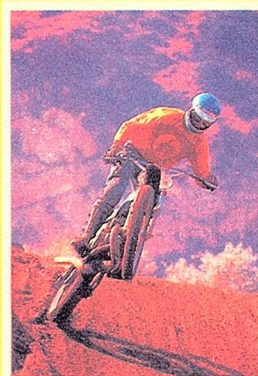
SUPER TRICK-ACTION COLOR POSTERS



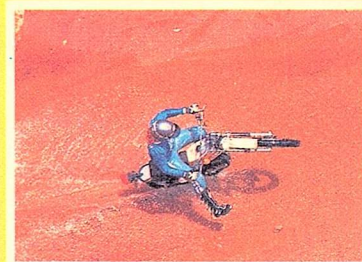
1. FIRST ISSUE OF DIRT BIKE



2. ACTION AT INTER-AM



10. JIM CONNOLLY, 250 BULTACO PURSANG

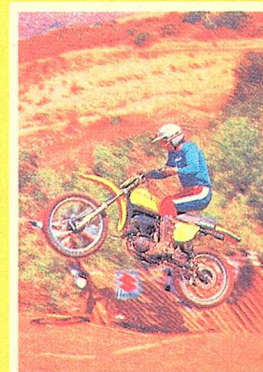


9. GEORGE WEGNER, CAN-AM 175

★ **FOUR NEW
ALL-ACTION
COLOR POSTERS**

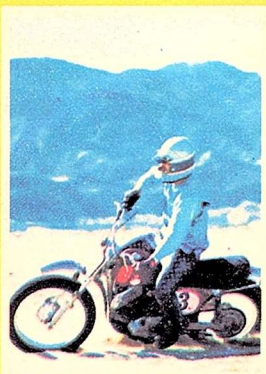


11. AL BAKER ON A 250 HONDA

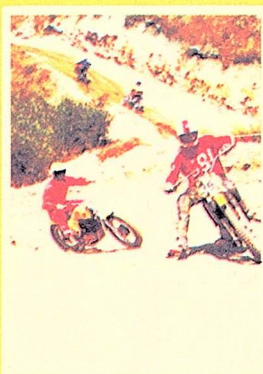


12. GUNNAR LINDSTROM ON A SUZUKI

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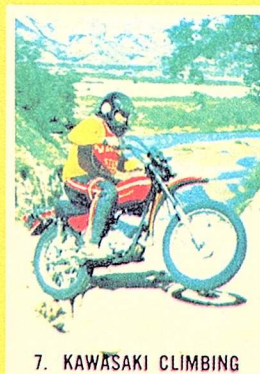


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4. JUNIOR ACTION

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postage and handling.

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Suzuki PE175N

UNFINISHED SYMPHONY

By the Editors of Dirt Bike



Basically, the PE175N is conceived with all the right intentions: a 125-sized chassis and appropriate travel from same, with all the right plastic parts and enough lighting to call it "enduro."

And, for the most part, Suzuki has succeeded in building a fairly competent enduro mount.

Although the front suspension components are not as sophisticated as the similar motocross pieces, the forks exhibit good damping and springing characteristics. Externally, the fork

legs look like those on the RM125C, but inside are some budget pieces including a one-piece piston and damper rod assembly with a fiber ring. This design nullifies the self-centering quality of the circlip-mounted piston. The parts are similar to those in the DR370.

At the rear, the gas Kayabas soak up the small stutters and the big crushers as long as each hit is at a fairly low speed. But, once the velocity is upped, the heavy compression damping becomes a liability, with the base of

the spine paying the price. When seated, all the inputs to the rear are hard jolts up through the seat.

Also, the shocks don't offer very much shaft travel considering their length, limiting the PE175 to only 6.9 inches of rear travel. It seems much more can be gained with an after-market shock (such as Works Performance) of the stock length that will provide more travel — a full nine inches. The geometry is similar to the longer-travel 125 from which the PE is derived, so the travel can be achieved with a more efficiently designed shock.

Though not happy with the suspension absorbing qualities, we were, on the other hand, impressed with its ability to turn with some precision. The rider need not go through any unusual gyrations, but a forward-on-the-tank position is definitely necessary for consistent steering. It is still not in the European league yet. It's not to the point where no matter how the rider sits, it behaves — but it is getting closer.

A definite plus of any 175 is the usually light weight of the package. The ease in being able to throw it around on tight trails, pull it out of holes, lift it over rocks and keep it from mashing you on a failed attempt at a hill, is welcomed. The PE175N is competitive for its class, weighing in at 216 dry, or 227 with a gallon of gas and all the lubes. It's 241 soaking wet. Quite respectable. Almost identical to the IT175F, too.

Based on Suzuki's current successful engine design, the 172cc powerplant is a mix of piston port induction and a reed block that dumps into the crankcase. A good design.

Initially, our stock jetting was pretty grim, the bike never ran clean anywhere. This was something that we hadn't experienced with previous PEs, so we were curious to find the problem.

As it turns out, jetting changes were made to compensate for the new "fuzzy walled" pipe. Inside the belly of the expansion chamber back to the silencer is a baffle-like screen used to reduce exhaust noise. It also reduces the flow somewhat, and Suzuki tried modifying the jetting to fit. Response is muddled on the bottom and mid-range, but then catches on to scream like a 125 on the top. When finesse at the throttle is necessary to maintain traction, the going gets a little sticky.

We ended up going down to a 20 pilot, dropped the needle to the top clip and used a Nippon Denso W27ES-GU everywhere except wide-open desert running.

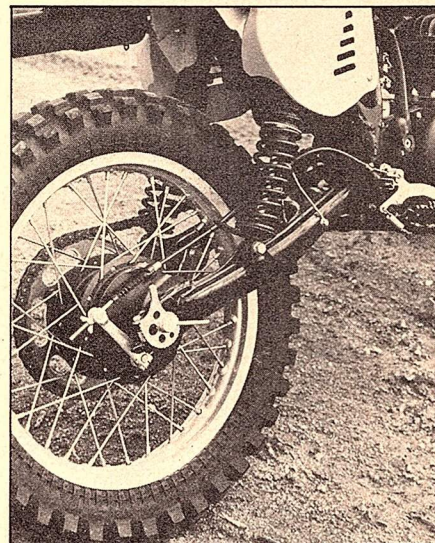
Some of the testers felt that the bike — considering the pipe/silencer/arrestor design and modest port profiles



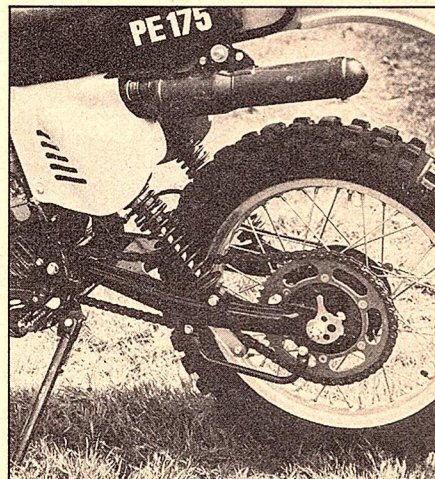
Suzuki PE175N

ENGINE TYPE Two-stroke, air-cooled
BORE AND STROKE 62.0 x 57.0mm
..... (2.44 x 2.24 inches)
DISPLACEMENT 172cc (10.5 cubic inches)
HORSEPOWER (CLAIMED BY FACTORY):
..... N/A
CARBURETION Mikuni VM34SS
FACTORY RECOMMENDED JETTING:
Main jet 220
Needle jet R-1
Jet needle 6DP 17-3
Pilot jet 25
Slide number 2.5
RECOMMENDED GASOLINE Premium
RECOMMENDED OIL (MFR.) Suzuki CCI
FUEL TANK CAPACITY 11.5 liters
..... (3.0 gallons)
FUEL TANK MATERIAL Plastic
GAS/OIL RATIO 20:1
LUBRICATION Pre-mix
OIL CAPACITY, GEARBOX: 850cc (.9-quart)
AIR FILTRATION Oiled foam
CLUTCH TYPE Wet, multi-plate
TRANSMISSION Six-speed constant mesh
GEARBOX RATIOS
1 3.090:1
2 2.214:1
3 1.647:1
4 1.250:1
5 1.045:1
6 0.875:1
GEARING FRONT/REAR 12/48
IGNITION Suzuki, PEI
PRIMARY KICK SYSTEM? Yes
RECOMMENDED SPARK PLUG NGK

..... B-10 EV, ND W31ES-G
SILENCER/SPARK ARRESTOR/QUALITY:
..... Yes/yes/good
EXHAUST SYSTEM High, right to left
FRAME, TYPE: Single front downtube, cradle
WHEELBASE 1420mm (55.9 inches)
GROUND CLEARANCE: 280mm (11.0 inches)
STEERING HEAD ANGLE 30 degrees
TRAIL 130mm (5.12 inches)
WEIGHT WITH ONE GALLON GAS
..... 103 kg (227 pounds)
RIM MATERIAL Aluminum
TIRE SIZES
Front 3.00x21 — 4 PR
Rear 4.00x18 — 4 PR
SUSPENSION
Front, type and travel Telescopic fork,
..... 230mm (9.1 inches)
Rear, type and travel Cantilever, 176mm
..... (6.9 inches)
INTENDED USE, MFR Off-road, enduro
COUNTRY OF ORIGIN Japan
DISTRIBUTOR
U.S. Suzuki Motor Corp.
Santa Fe Springs, California 90670
OVERALL RATING, FROM 0 TO 100,
VARIOUS CATEGORIES, KEEPING
INTENDED USE OF MACHINE IN MIND:
Handling 92
Suspension 88
Power 84
Cost 89
Attention to detail 90
Effectiveness, stone stock 90



Improvements at the rear include quick-change rear wheel assembly incorporating snail adjusters and tongue-in-groove brake panel.



Tubular guard helps protect tensioner and sprocket from direct hits from rocks or stumps.

— was over-carbureted. It's equipped with a 34mm Mikuni. A 32 would provide much more torque — something that an enduro bike should have a bunch of. With the 32 the 175 wouldn't be quite so susceptible to altitude and temperature changes, either.

We plan to experiment with one in the future, and we'll let you know how it works out in an article on prepping the PE for competition events.

While the jetting was weird, it was hard to adequately evaluate the transmission spacing — at first they all seemed wrong — too far apart. But once we got the thing to breathe better, it began to pull through the middle of a gear, especially in the higher gears. For particularly tight stuff we'd still go down one tooth on the countershaft sprocket. This would make first merely an emergency gear on hills, and

allow second to be used primarily for low, plus tighten up the rest of the ratios. Top speed would still be in excess of 60 mph. Until the jetting is sorted, it doesn't make much sense to gear up for fast stuff, since the gasping motor won't pull the stock top gear in the dirt.

Detailing on the new "N" is the best yet from Suzuki. A quick-change, snail-adjusted rear wheel is the big news. It doesn't have the neat quick-release brake cable option that the ITs have, but has the slotted rear brake panel. Another handy item on this quick-change swingarm is the little finger on the lower edge of each axle adjusting slot, that helps to line up the axle.

Instead of pins with clips to keep a loose axle from walking out the back of the swingarm ala IT, the PE features 8mm pinch bolts. It is no more hassle

to remove them — less sometimes — than the IT units, plus they offer the added advantage of strengthening the axle tabs. Nice.

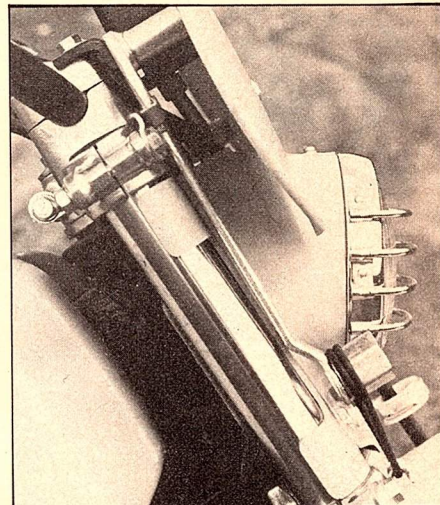
Another nice feature is the nearly all-in-one tool that mounts up on the triple clamps. Both axle nuts, adjusters and the spark plug can be attacked with this one tool. If it had a 10mm wrench provision on it, it would be the only tool you'd have to carry. But, the rider must still strap on some of the basic enduro tools wherever he can find room, because there is no provision for a tool bag or storage area.

Neither of the foot controls has break-away spring-loaded tips, which we've come to expect on most enduro machines. The skid plate, however, does offer good protection and still allows access to the motor mount bolts

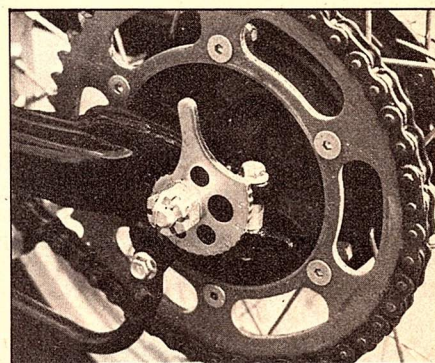
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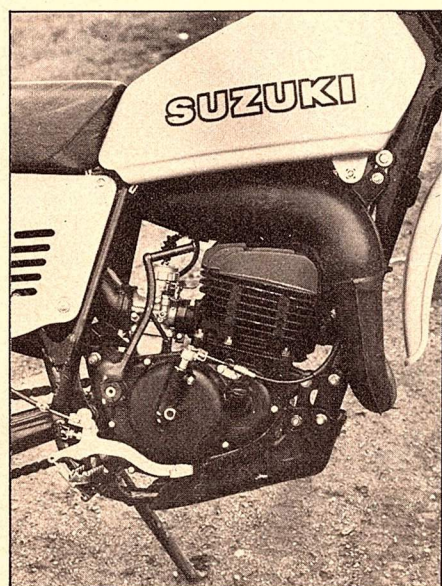
MX-type forks provide nine inches of front wheel travel.



Headlight number plate is simply clipped to fork tubes. All-in-one tool includes 12mm deep and spark plug sockets, as well as boxes for front and rear axle nuts.



Very thoughtful item is the "finger" below each axle slot to help guide the axle during installation. Nice.

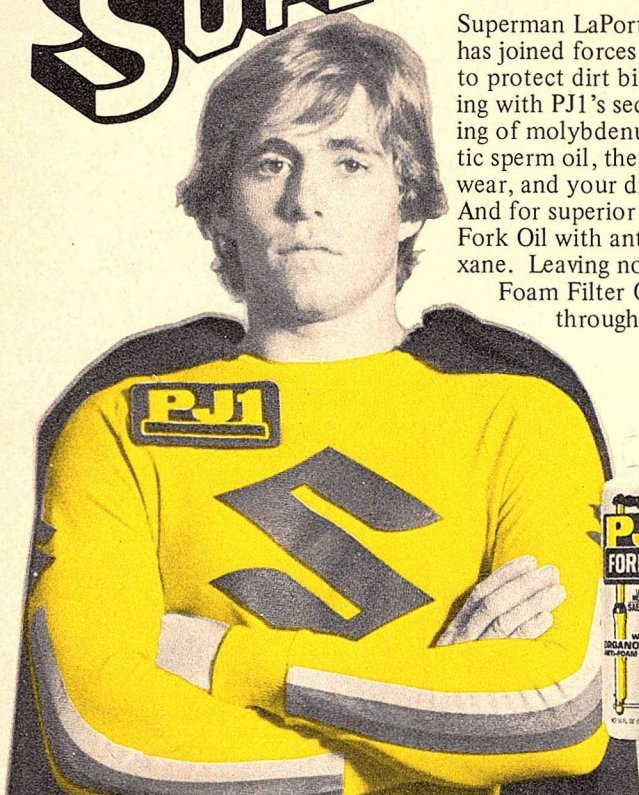


Baffle-less pipe belly allows more rpm on this year's model, but with a loss of mid-range torque, which means that stirring the six-speed tranny constantly is necessary.



Engine case sprocket guard, wraparound bash plate and large-capacity enduro tank are good features, but missing are folding shift and brake levers.

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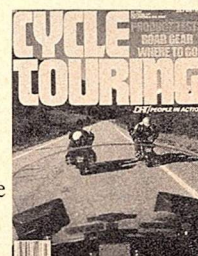
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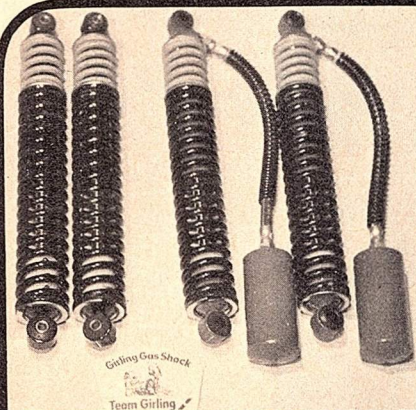
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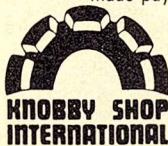
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Husky 250 WR Enduro

WOODS RIDER WEAPON

Cold weather racing test

By Vic Krause, DB's Midwest Editor

Photos by Tom Best and Jeff Fox



You bet it was a harsh winter in the Midwest! Weather report broadcasts throughout the country focused on the incredibly harsh weather the central Midwest endured throughout the winter months. Numerous cities posted the lowest temperature readings in recorded meteorological history.

In the Chicago area, the daily commuting was a nightmare, and when the streets saw all that snow, they committed suicide and left gaping holes everywhere. It wasn't a pretty picture. But then this story isn't for the weak at heart, nor for the pampered portion of the country that doesn't

know the true meaning of thermal shock.

In December, in the midst of the worst winter of the century, on the outskirts of Chicago, there was only one clear-cut alternative to escape the boredom, frustration, and cabin fever depression — go test riding!! What

better way to mock Mother Nature, than to load up a brand-new 1979 250 WR enduro and hit the woods, or what's left of them.

Dick Burleson cruised in one Saturday morning, mid-December, and dropped off Husky's latest entry in their battle to maintain enduro supremacy. Dick off-loaded the Husky with 16 miles on the odometer, and a shine on that bike that only comes once — when they're new. After sufficiently amusing himself in regard to our snowbound dilemma, he excused himself with the flimsy reason that his snow tires had just run out of warranty.

The first person to walk into the showroom and lay eyes on the new 250 WR, was a talented Hare Scrambles rider named Don Carqueville. Don had just wrapped up the 1978 season in the amateur Hare Scrambles category with a fourth overall for the State of Illinois. Impressive credentials for this part of the country.

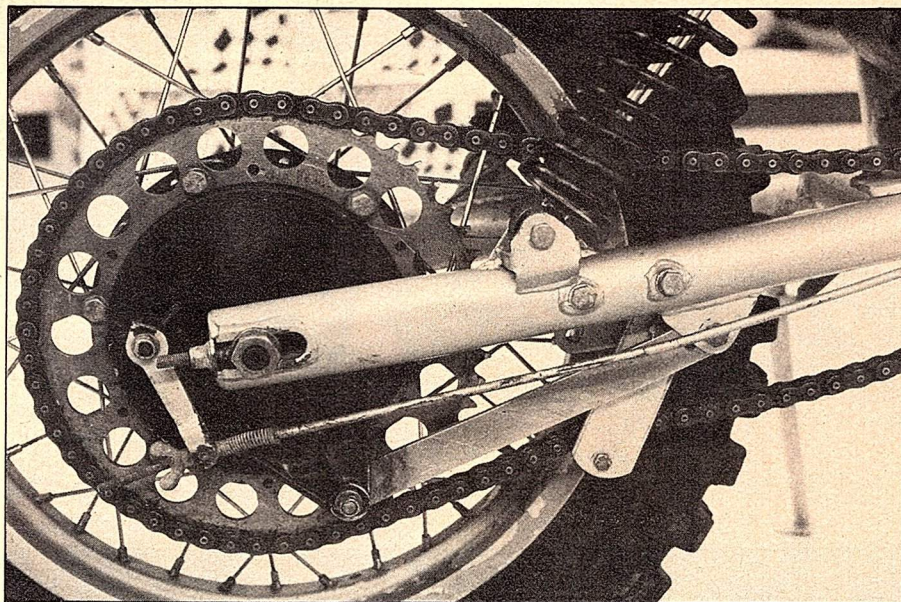
I was busy in the back putting away Metzeler tires, when I heard his oohs and ahs. When I spotted Don, I knew I had found my test rider. In addition to his riding expertise, Don was also the previous owner of a Husky 250 Malcolm Smith Replica of 1977 vintage and was in a more than capable position to estimate the improvements of the new '79 chassis, suspension and powerplant.

Thirty-seven milliseconds later, the bike was loaded into the back of Don's pickup, and he was already mapping out the route to the closest Hare Scrambles in the region. We assumed that Dick did all the break-in that was necessary, and now it was time to go race. However, before he left, Don beat me out of my own personal Griff enduro jacket, six quarts of oil, some Husky patches and a box of plugs. A real smooth talker, and I suspect he made a tidy profit selling those parts at that race. Like my customers say, "Don't worry, Krause, just write it off."

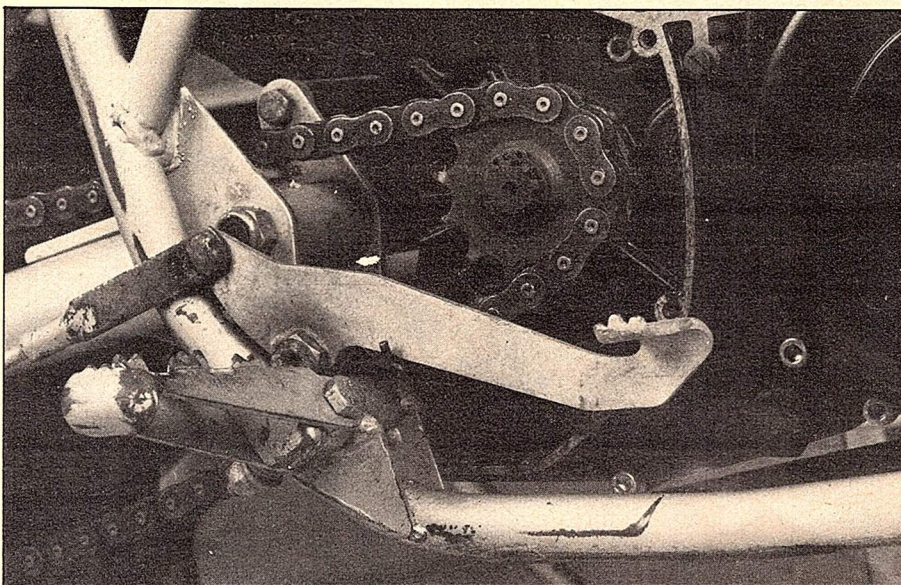
The bike was campaigned throughout the winter months in about four competition Hare Scrambles. The following is an amalgam of riding impressions and assessments of performance as a result of those experiences. Any thermally decadent West Coast rider need not read any further. This story is for the strong at heart.

Pre-race visuals

Prior to thrashing the bike in competition, we inspected and commented on all the innovations for the '79 model. The chassis, of course, is the new triangulated frame



Strong swingarm, simple tensioner and non-floating rear brake assembly make up a well-thought-out sub-section.



Good attention to detail. Countershaft sprocket is close to swingarm pivot, pegs grip and brake pedal pulls over swingarm pivot centerline.

motocross design, which has been engineered to accept suspension components that will provide in excess of 12 inches of travel and do so in a flex-free fashion. Using this frame for the enduro model guarantees a totally rigid package, and an absolutely flexless ride. Although the air box design has been one of the most highly touted features of the new model, a few observers expressed concern about deep water problems that might ensue. The ease of servicing the filter is apparent to even the most clumsy rider.

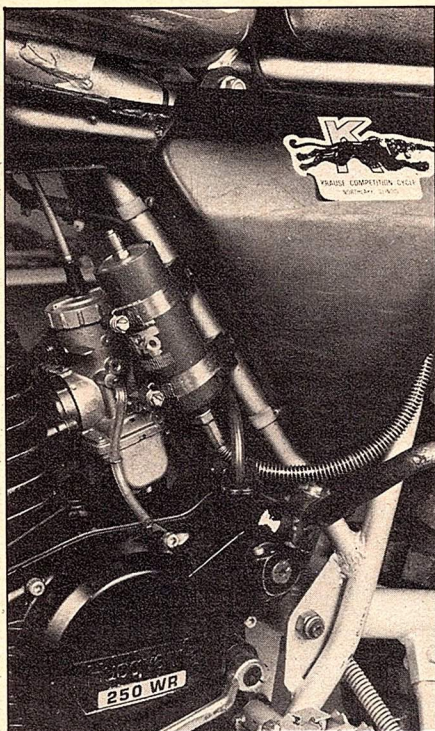
The fenders appear tough and cosmetic, as well. The layout of the headlight and the speedometer portion of the motorcycle was cleanly done.

Another striking design change was the rear brake lever assembly, and the rear brake stay bar/chain tensioner assembly. Both designs look extremely efficient and totally out of harm's way, for the first time.

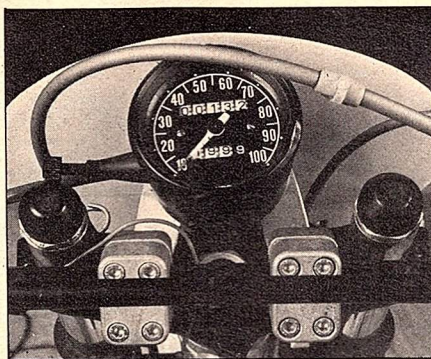
More than one backyard engineer suggested that the upper shock mount securing screws be changed from the slot type, to perhaps an Allen head. No problems were ever encountered, but the slot screws simply appear to be out of place and don't look up to the job.

The lack of a skid plate seemed to make everyone nervous, as visions of banging over logs conjured up the image of a dented frame or a hole in an engine case.

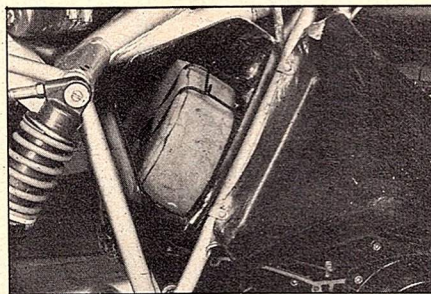
I can say in advance that neither



Left-side reservoir packs in tight to the carb. Pipe tucks in cleanly under side plate.



Proven VDO is easy to read and easier to reset.



Air box is absurdly easy to service. It's the best breather yet from Husky.

Husqvarna 250 WR

ENGINE TYPE	Single-cylinder two-stroke
DISPLACEMENT	245ccm
BORE AND STROKE	69.5 x 64.5mm
COMPRESSION RATIO	13.8:1
TRANSMISSION	Six-speed gearbox
CLUTCH TYPE	Disc light alloy
CHAIN	5/8 x 1/4-inch
PRIMARY TRANSMISSION	29/70 = 2.41
SECONDARY TRANSMISSION	11/53
GEAR RATIOS	
CRANKSHAFT: WHEEL	
1	24.0
2	18.1
3	14.4
4	12.1
5	10.2
6	9.0
GAS/OIL MIXTURE	1:25 (4%)
FUEL TANK CAPACITY	11.13 liters
	(3.0 U.S. gallons)
CARBURETOR	Mikuni 38mm

ELECTRICAL	Motoplat CDI
FRAME	Chrome moly tubing — heat-treated
REAR SUSPENSION	Heat-treated swingarm in sealed needle bearings.
	External reservoir type Ohlins gas shocks.
TRAVEL	254mm (10.0 inches)
FRONT FORK	Husqvarna leading axle fork with die cast sliders, and air valves.
TRAVEL	254mm (10.0 inches)
WHEELS AND BRAKES	
Front	3.50x21 — 160mm brakes
Rear	5.00x17 — 160mm brakes
Rims	Light alloy
DIMENSIONS	
Length	2140mm (84.2 inches)
Height	1159mm (45.6 inches)
Height at seat	909mm (35.7 inches)
Ground clearance	304mm (12.0 inches)
Wheelbase	1495mm (58.9 inches)
Weight	107kg (232 pounds)
SUGGESTED RETAIL PRICE	\$2149 U.S.
F.O.B. Columbus, Ohio	

outcome occurred, but it is a likely possibility should you not install a skid plate. Many oohs and ahs were overheard regarding such things as the 17-inch rear wheel, the Ohlins shocks, the 38mm Mikuni carb setup, the whirlpull throttle, the air forks and a number of other improvements.

Engine characteristics

Prior to launching into this category of discussion, let us first describe in a little more detail the nature of the event and the test conditions used.

A Midwest Hare Scrambles event consists of a race for the checkered flag on a closed loop course of between five to ten miles in length, for a period of time of approximately two to three

hours. Given the right track conditions, these events can easily turn into a type of marathon motocross. All of the event hours logged on the Husky were on snow and ice-covered terrain, typical of a Midwest winter, and a patch of black dirt was a rare sight indeed.

Some may argue that testing under these conditions is meaningless; however, in actuality these conditions have a tendency to amplify any detrimental handling and power characteristics of the motorcycle. If a bike has an extremely narrow powerband, it'll be immediately obvious on a less tractable surface. If a motorcycle has a tendency to low-side, or high-side, you'll know it right away

when you blast around on frozen H2O.

Our story proceeds: The first event entered was in Columbus, Indiana, about 200 miles south of Chicago. The first problem was encountered when we tried to start the Husky which had sat all night in 10 degrees F temperature. A change in the pilot jet solved the problem, and the balance of our winter start-up problems dissolved. Don had no problem whatsoever starting the engine with the new-style kickstart lever. You have to keep in mind that he's a Husky rider. The form factor of the lever and the kickstarter gear ratio are somewhat less than desirable. An improvement, but still not 100-percent correct.

The first difficulty was encountered when upshifting the motorcycle. The problem wasn't with the actual engagement of the transmission itself, but rather with use of the lever. Don, who is accustomed to the shifting characteristics of a Husky from previous ownership, had difficulty upshifting; even when the position of the lever was relocated, he couldn't get comfortable with it, and perhaps a different length of lever would have eased his discomfort. Actual engagement of the transmission was positive and unfailing.

The first impression of the engine power characteristics of the WR is that this new '79 model is significantly faster than the past WR models. The powerband is still even and smoothly delivered, and lugging the machine in tight woods is no problem at all. Coupled with those factors, the machine also grabs rpm very quickly, and the acceleration is noticeably faster than it used to be. The machine is torquey and still exhibits a very fast mid-range rev buildup. The powerband invites relaxation. Even on some gnarly, rutted, frozen uphill sections, the motor delivered tractable, usable power that resulted in a surefooted ascent. The clutch operation was smooth and fade-free.

It would be very difficult indeed to prescribe a more suited motor for the task of enduro work. One could only ask that the Husky engineers provide a less-awkward kickstarting mechanism, which has been their bane for a decade. For the duration of our use of the Husky, we did not experience one failure. And, with the exception of the initial hard starting problem, quickly solved, the powerplant was totally trouble-free. If they only had an electric start!

Handling characteristics

The first reaction to seating yourself on the new WR is the comfortable, natural relationship between the seat,



the footpegs and the bars. Once under power, you can immediately feel the improved maneuverability, due to the slightly decreased rake and the use of slightly shorter suspension components. The interesting thing is that fast-speed handling doesn't seem to have been affected by this apparent reduction in rake. We must qualify by admitting to a rather limited ability to test that specific characteristic. For the extremely cold temperatures, we used LT-100 for the front forks, and the rear shocks were dialed. Log crossing could be attacked at will. Nothing harsh or unexpected happened. The suspension components are superb, and it's hard to describe a smoother ride. No, Husky didn't pay me to do this test, it's just that good a piece of machinery.

Berm corners were pure fun, and the Husky tracked like it was on rails. Roosting through the snowdrifts was a gas also. Surface conditions prevented any real assessment of the bike's

ability to nail inside corners, but the bike seemed to indicate a certain stability that would give it an affirmative reply in that department.

Wheelies? Ask Don! Coming up a hill out of a water crossing with an extremely wet seat and power applied, Don managed a very handsome loop because the Husky insisted on traction. One look at the rear fender tells the story. The brakes, both front and rear, worked fine, despite the fact that this year's Husky has eliminated the rear floating brake mechanism. Once wet, however, the performance of the brakes significantly deteriorates. It is evidently the same shoe material that Husky has been using for years, and the problem has always been there and still exists.

The suspension components have been reduced to provide 10 inches of travel on the WR models, as opposed to 12 inches on the motocrossers. The result is a totally rigid package that

handles any enduro terrain like a motocrosser, yet wouldn't exhibit any sign of frame or swingarm flex, even in an earthquake. Overkill? Perhaps! The alternative for increasing front and rear travel exists for any interested parties at a very nominal expense.

Like the motocrosser, the WR is stable in flight and smooth on landings. This machine is truly tailored for the Eastern enduro rider. The OR models were definitely built for the guys with sand in their eyes. And despite the low temperatures, we didn't have any complaints of fork seal leakage or shock failure. The performance is better than anything previously offered by Husky to the enduro rider.

Post-race maintenance

Subsequent to the competitive events entered, a log was kept of the various maintenance operations

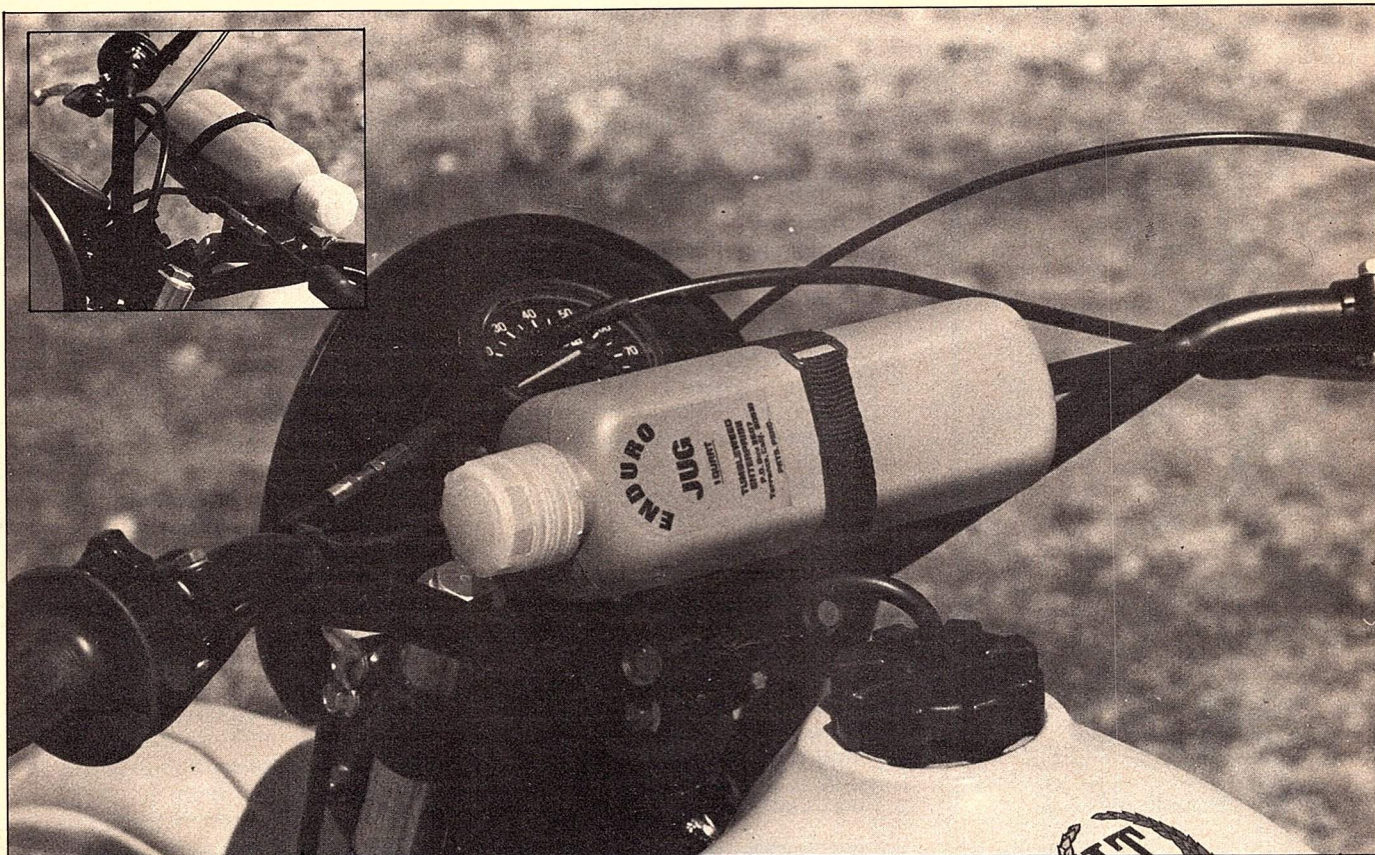
(Continued on page 62)

Product Evaluation

ENDURO JUG

Cross-bar hopping

By the Staff of Dirt Bike



Another entry in the "where can I carry some liquid libation on my dirt bike?" contest is from an outfit by the name of Tumbleweed Enterprises of Torrance, California.

Cryptically named the "Enduro Jug" (simply enough), this is a really handy item that carries a full quart of liquid for those stops along a dusty trail. Mounting is simple, solid and convenient.

A lot of guys figure that the old canteen and ammunition belt is the hot setup, but invariably someone else always ends up snapping the snaps when it comes to getting at the thing. Also, the results of a get-off can be hazardous if the canteen is between your kidney and the ground. The old rabbit punch.

So the Enduro Jug makes a lot of sense. It is easy to remove and replace on the cross-bar of nearly any motorcycle. It stays in place, even over

the roughest terrain, but slips right off with a flick of the wrist. You can unscrew the top with gloves on, and remain seated on the bike while you take a slug.

It would seem that a quart of liquid mounted on the cross-bar would give the bars a heavy feel, but no one ever noticed it, during one of our epic test sessions up in the mountains. It sure is a pleasure to get a sip of something wet now and then.

There are a few problems with the Enduro Jug, though. One is that some guys have a glut of enduro timing equipment already on the cross-bar and can't use one. Some guys don't have cross-bars. And if you are the only guy out of your six riding buddies with one, the drinks won't last long. Unless you goad the rest of them into getting one, too.

Mounting this little gem is a simple two-screw operation on most

cross-bars; plus, some spacers are included to fit the small 3/8-inch tubes found on some bars. After the hardware is installed, the form-fitting jug is simply slipped onto the base and a simple loop-through buckle is engaged, pulled snug and fastened with Velcro.

Even the top of the jug is angled up a little so that it can be installed close to the pull-back bend on the bars. Nice.

Do your throat a favor, the next time out. One little sip of something — anything — wet really changes your outlook on a miserably rough enduro.

The Enduro Jug is molded of rugged-looking plastic in favorite enduro colors: IT blue, PE yellow and XR red. The cap didn't leak, either. They are available for \$9.95 from your dealer, or:

TUMBLEWEED ENTERPRISE,
P.O. Box 3607,
Torrance, California 90510 □

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HUSKY 250

(Continued from page 60)

performed, and areas needing attention
were noted. The steering head, spokes
and flywheel remained tight. The
clutch and brake cables both seemed to
be stretching and required adjustment
after each event. The mag cover
required silicone seal to keep it water-
tight, and the lower half of the air box
was taped for any events where deep
water would be encountered. No
problems occurred. The gearbox oil
looked good when changed.

One area that required constant
attention, was the rear brake lever
pivot points. Any neglect here would
result in a rust-frozen situation — not
uncommon for most enduro machines.
To summarize, maintenance is
normally what you would expect from
any competitive enduro machine.

Aggravations

The painted rims shed their golden
hue at the first quarter car wash. Since
the problem has been eliminated in
production and covered by warranty,
no further discussion is necessary.
When watered down a bit, the seat
becomes as slippery as a seal's butt and
a corresponding aggravation is
encountered when you slide
backwards: your left thigh makes an
intimate acquaintance with the left
side number plate. We relocated the
plate lower and farther to the rear,
which helped alleviate the condition,
but Lord knows why Husky doesn't go
to a combination FIM-style side
panel/number plate. The number plate
setup has always looked bogus, and
still does. The list of aggravations is
really overwhelmed by the positive
attributes of the machinery.

Pleasantries

Access to the air cleaner system is a
dream. Hopefully, water won't find it
as easy to enter. Experience will
determine if it will be susceptible and
dictate what steps will be necessary to
prevent it. The fenders not only look
excellent, but do an excellent job of
keeping mud off the rider. The new
chain tensioner system works well,
doesn't require a lot of maintenance,
and no chain problems were
encountered throughout the use of the
machine.

The new design of the rear brake
pedal is clever and convenient and well
out of harm's way. The serrated teeth
on the pedal also provide adequate
security when actuating the brake.
Starting the motorcycle was never
more than a two- or three-kick affair,
and the exhaust pipe is routed well out
of the way of the rider's legs. Even
though the seat does become quite
slick when wet, it is extremely
comfortable; in fact, it is claimed to be
the most comfortable saddle made for
an off-road cycle.

Summary

If you compute a bill of materials of
all the performance equipment that is
provided as stock components on the
Husky 250 WR, it doesn't take long to
realize that you'd be spending in the
neighborhood of \$3000 or more to build
a bike with comparable features and
quality. Based on current market
prices, the cost of this new 250 WR is
fair.

As of this writing, all of the 250 and
390 CR models sold out for the '79
model year. It is certain that the
WRs are soon to follow that sales
situation. An Eastern enduro rider
can't do better. □

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DB

JOHN ZINK ENDURO

(Continued from page 50)

the other riders in our group recognized me from the pages of DIRT BIKE and asked me an odd question. He said, "Hey, how do you ever make up all those stories in From The Saddle, anyways?"

I was about to answer him, when the Suzuki caught on fire. Apparently, the Exata rider had wanted to smoke his last dry cigarette and his matches were soaked. Another rider had told him of the trick he'd seen in the movie On Any Sunday, about pouring a bit of gas out and lighting it with the spark plug. Not having a cup or anything like that, the Exata rider had taken his tank off, held it under his arm and drained some gas out of the gas line onto a depression around a head bolt. The other fellow had wailed away on the kickstarter and the whole works suddenly ignited.

Surprised, the Exata rider had loosened his grip on the gas line and gas poured all over the bike. In a fraction of a second, the whole bike was covered with a mass of flames and the guy with the gas tank under his arm was running through the forest with gas pouring out of the line and the fire chasing him.

All of this in a heavy downpour. The mind reels.

Quickly, all of the rest of the riders threw wet leaves on the blazing Suzuki and snuffed it out. The owner outran the flames and finally pinched the line closed. We threw more leaves.

Silence in the forest.

Then, I turned to the rider who had asked me the question only moments ago. "You wanna know how I get my stories? You really want to know? If I tell *this* story, no one in the world is going to believe me, and you ask me how I *make up* stories? Hah!"

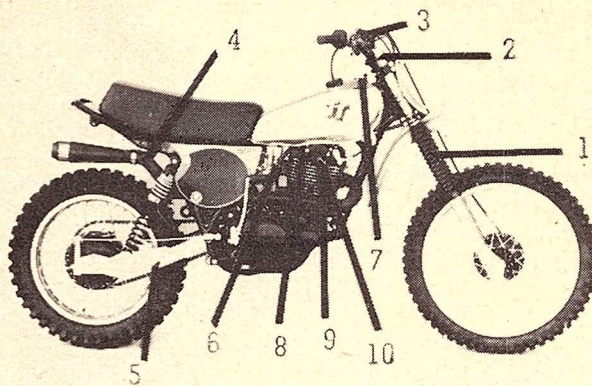
"I think I know how you get your stories," he mumbled.

Eventually, we got all of the bikes running. The Suzuki was only smoke singed and not damaged badly. Somehow, we got all of the bikes up the side of the hill, found a secondary road and stumbled back into the pits, wet, weary and wasted.

No one finished the run. No one. A handful of riders made it to the fifth check. Of this handful, a 250 A rider on a Can-Am, John Martin, had dropped only 11 marks and was declared the winner. It was impossible to continue, as the water had risen to 10 and 12 feet in many places.

Burleson dropped 41 marks, Hannon 40, Drew Smith 30 and Billy Grier only 16. But, Mother Nature was the overall winner. Hmmmph. All this, with only a 30-percent chance of rain. Two hours later, a tornado hit a small town about 30 miles away. I'd hate to see a 90-percent chance of rain in Oklahoma. □

Thumper Thunder from the Wizards at White Bros.



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HONDA 125 PREP

(Continued from page 46)

new larger tire. Metzeler has even hinted at it.

Some riders are going to the 21 in front and using half-inch shorter shocks to compensate for the

difference. Even with the loss of travel in the rear, this seems to be the best interim setup. DG has put together a rim and spoke kit for the Honda front hub if the rider decides to go to a 21.

On the plus side, Harry has seen no weak spots in the spokes' or hubs' design and feels that they are very good units. No hassle here.

Brakes

Klemm recommends grooving the shoes on a diagonal to give them a self-cleaning capability with mud, dirt and brake dust. He recommends this for all Japanese brakes. Something to keep an eye on, though, is the floating rear brake torque arm. If reverse force is applied — such as rolling backwards on a hill and jamming the brake on, or when holding the brake to remove the mag nut or sprocket nut — the arm can bow out away from the swingarm. Obviously it is an unusual occurrence and something that is not necessarily a design flaw, but should be noted.

Another strange thing crops up on the rear brake lever. The wire loop across the top of the lever unfortunately gets wedged under the pivot on the side of the Scott plastic boots. It doesn't seem to be a problem with regular leather boots, but Scott is offering a special right boot to owners of the CR. Check with your Scott dealer on this one.

Miscellaneous

FIM-style side panels will not only make you legal in some races, but they are a little more flexible and resist cracking at the mounting bolt, unlike the brittle stock side number panels. Besides, they're in fashion, heh heh.

Be sure to tape or zip tie the wiring under the tank to the frame cross-tube or backbone to keep it from flopping around and melting against the hot pipe. It has happened.

Bolts that tend to come loose with some regularity are those two that hold the rear chain guide in place. The guide takes quite a bit of thrashing, so keep an eye on these.

The seat support gussets on the rear part of the frame are a little flimsy and can get tweaked at an angle. If you aren't careful, it's really easy to misalign and strip the seat mount bolts or the welded-in nuts. The tabs on the seat can be slotted so the seat will lock in place without removing the bolts from either side.

Although the stock air filter setup is somewhat of a pain to work on, Klemm feels that the design offers sealing and filtration that is optimum. It seems that the ones that are the most hassle to service are the best units. Strange.

DG will soon be offering a plastic replacement tank for the metal stocker that is a mix of the factory replica tank design but with the stock mounting position. It's not that the stock tank is that heavy, but one good rap on the side and it's dented.

If the rider tosses a chain, the chances are that it will bunch up on the front sprocket and smash the cases. The stock side cover is of no protective value here and a suitable guard is not presently available. Pay close attention to chain maintenance and alignment. □

Circle number 10 on page 73

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July 23 & 24	Saddleback, Orange, CA.
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July 30 & 31	DeAnza, Sunnyvale, CA.
July 30-Aug. 3	Midland, Mich.
Aug. 3 & 4	Bend, Oregon.
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Circle number 11 on page 73

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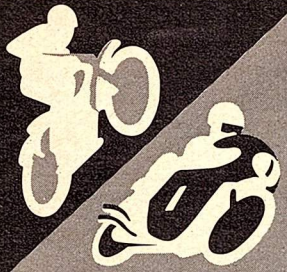
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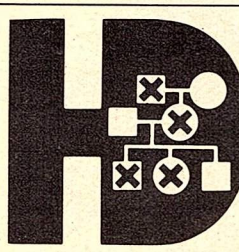
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SUZUKI PE175

(Continued from page 55)
 and transmission drain plug without its removal.

Brake action is standard Suzuki — pretty good up front, and excellent at the rear, with a good progressive feel. These units function well until they get wet, and then they go away. Sometimes they don't come back for quite a while, or fully. The lining material just doesn't like water at all. This is a common occurrence on Suzuki brakes. If we ever find a suitable remedy, we'll let you know, but wet brake performance is rated poor.

A double-roller chain tensioner, mounted toward the rear of the swingarm, takes care of chain slack. It is a more successful unit — with its double rollers — than the slipper-type tensioner, which has a tendency to eat chains as if they were on a grinding wheel. A handy tubular guard helps protect the tensioner and the rear sprocket from direct shots by large rocks.

A full three-gallon plastic tank, that doesn't interfere with the rider, provides a range of 60 to 80 miles depending on conditions. Other plastic, including the wide, protection fenders, is quality Suzuki stuff.

IRC Volcanduro rim-saver-type tires are run at both ends. They seem to be good all-around tires and offer reasonable traction over wet rocks and snotty hillsides. We ran 12 psi at each end in the loose stuff and 14 in the rocks.

Silencing from the combo spark arrestor/silencer is rated slightly above average for sound-muffling, but it is certainly not a whisper-jet like the Can-Ams. It's acceptable in most areas but some more could be done.

Conclusion

There is a lot of potential here, but it lacks the smooth finishing touches and fine tuning that it should have now in its second year. We don't expect it to perform like the European machinery, but we do expect it to be equipped with all the detail pieces that its Japanese competitors offer. Both Yamaha's IT175F and Honda's XR185 have such good attention to detail and bristle with innovations that the PE pales some in comparison. Neither lacks anything extra in the way of enduro stuff. Both are well-groomed physically, with power characteristics that closely match the gear spacing.

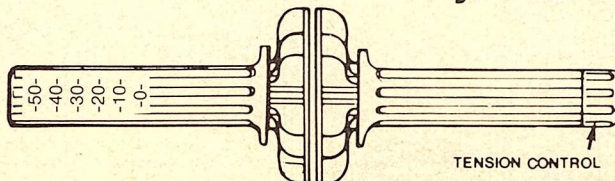
It just doesn't seem like Suzuki has spent enough time with the PE175N. Considering their superb motocross creations this year, this may be exactly the problem. Perhaps this year they'll have the time and resources to shape the PE. □

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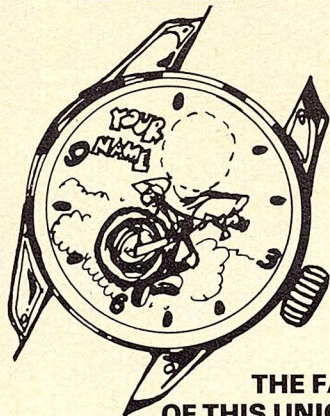
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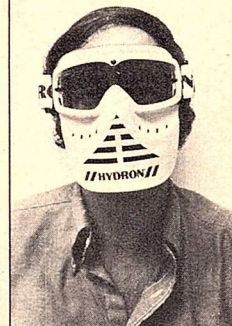


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THE IN-BETWEEN RACER

(Continued from page 43)

Weight is also reduced on the '79 model. Even though travel has increased, plastic has been added and a number of other goodies have been incorporated, the RM100 has lost five pounds of dead weight. The '78 version weighed in at 187-plus, bone dry.

Bits and pieces

We felt that the exhaust was among the quietest of all the dirt bikes we've tested recently, including a number of street-legal trailbikes. Also, there was very little engine noise. In all, the Suzuki seemed like a very tight, well-constructed machine. As we put more time on the bike, it limbered up a bit, but never got noisy mechanically.

Shifting was smooth and easy, but neutral was a bear to find, even with the engine shut off. This seems to be a Suzuki characteristic.

While the front brake was strong, controllable and progressive, the rear brake was an on/off switch. It chattered and hopped about without warning. Bending the brake rod in a

bow helped a bit, but not much. The rider of an RM will have to develop an educated toe, or perhaps attack the brake shoes with a file.

Starting was odd... sometimes the bike would light right off, then again, it would take 20 kicks. We never could figure out a proper drill.

All things considered...

It's an excellent bike, especially for the rider making the move up from the minis. There's so much detailing done on the RM, that it must be considered a serious effort, rather than a hashed-together bunch of trailbike parts.

In fact, if the RM had as much horsepower as the YZ, there would be no contest about which bike to buy. It has superior suspension, attention to detail, excellent manners in the corners and is feather-light. However, the RM rider will still not beat the YZ rider to the first turn, all things being equal. This means the RM rider will *have* to make it up in the rough stuff and the turns. Which, we feel, is entirely possible. □

Suzuki RM100 Motocrosser

ENGINE TYPE ... Single-cylinder, two-stroke, power reed induction
BORE AND STROKE ... 50.0mm x 50.0mm
DISPLACEMENT ... 98cc
HORSEPOWER (CLAIMED BY FACTORY): ... N/A
CARBURETION ... 30mm Mikuni (VM30SS)
FACTORY RECOMMENDED JETTING:
 Main jet ... 190
 Needle jet ... R4
 Jet needle ... 5DP11
 Pilot jet ... 30
 Slide number ... 2.5
RECOMMENDED GASOLINE ... Premium
RECOMMENDED OIL (MFR.) ... Suzuki CCI
FUEL TANK CAPACITY ... 6.5 liters (1.7 gallons)
FUEL TANK MATERIAL ... Plastic
GAS/OIL RATIO ... 20:1
LUBRICATION ... Oil in gas, pre-mix
OIL CAPACITY ... N/A
AIR FILTRATION ... Oiled foam in air box
CLUTCH TYPE ... Wet, multi-plate
TRANSMISSION: Six-speed, constant mesh
GEAR BOX RATIOS
 1 ... 2.33
 2 ... 1.75
 3 ... 1.41
 4 ... 1.19
 5 ... 1.04
 6 ... 0.95
GEARING, FRONT/REAR ... 13/61
IGNITION ... CDI
PRIMARY KICK SYSTEM? ... Yes
RECOMMENDED SPARK PLUG: NGK B9EV
SILENCER/SPARK ARRESTOR/QUALITY: ... Excellent silencer
EXHAUST SYSTEM ... High-pipe, right side, through frame
FRAME, TYPE: Single downtube, split cradle

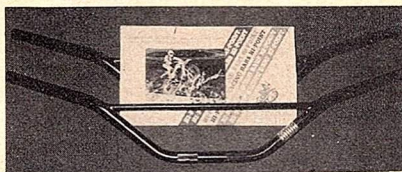
WHEELBASE ... 1410mm (55.5 inches)
GROUND CLEARANCE: 270mm (10.6 inches)
SEAT HEIGHT AT TANK ... N/A
STEERING HEAD ANGLE ... 30 degrees
TRAIL ... 130mm
WEIGHT WITH ONE GALLON GAS ... 191 pounds (183 pounds dry)
RIM MATERIAL ... Aluminum
TIRE SIZES
 Front ... 2.75x21 knobby
 Rear ... 4.10x18 knobby
SUSPENSION
 Front, type and travel ... Telescopic, 8.7-inch travel, forward axle
 Rear, type and travel ... Gas/oil shocks, swingarm, 8.5-inch travel
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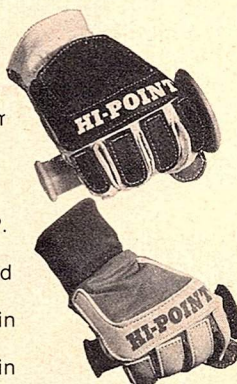
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Bob designed a new bar for '79 and picked up where he left off last year... winning! The new Hannah racing bar features chrome moly steel with a black finish.

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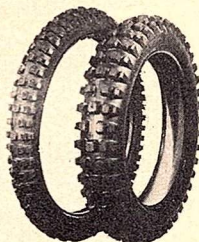
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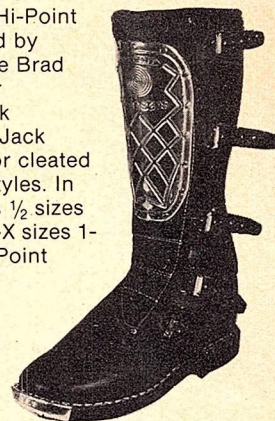
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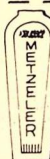


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YZ125F

(Continued from page 23)

immediately after washing, we feel this will only shorten the silencer life. We've seen several that have been badly rusted on the outer shell.

Our front tire was satisfactory and we never bothered to experiment with other units. Very little wear could be seen after four months of riding.

Strangely, there was a lot of engine noise from the YZ125. We worried about it at first, but eventually came to realize that the 125 YZ is *supposed* to sound like a threshing machine. Piston slap was bad when the bike was cold and considerably reduced as the engine warmed up.

Because there's no set of shocks bolted to the side of the chassis, the YZ is very slim and presents no obstructions when the rider is moving back and forth.

Our bike was a very easy starter and rarely took more than a prod or two to get the fire lit. Also, the stroke of the kickstarter is clean and your instep does not whack into the peg as with some other bikes.

Our chain seemed to go away very quickly. We serviced the chain well and frequently, but it still was wasted by the time two months had gone by. Odd.

Servicing the air filter was easy. Just remove the side panel and go for it. Our test bike proved fairly waterproof when blasting across a few 18-inch-deep streams. We never tried it under arduous conditions.

The YZ remained oil-tight. We found no embarrassing spots of oil under the bike after it rested in the DB garage. Fork seals also stayed clean and dry.

Gearing, stock, had a 12-tooth countershaft sprocket up front. For a few long GPs, we ran a 14 and the YZ pulled it with no sweat. Right now, we are running a 13 for MX and only go back to the 12 when the track has a long, grueling uphill that calls for it.

The big picture

The bottom line is that while the YZ is *not* as fast as the competition, it's easy to ride and forgiving, once you adapt to the quirks of the rear end. It changes directions well and the front end bites like a bear trap when the bike is leaned over.

It's probably the easiest 125 to ride, with its combination of low saddle height and good manners in the turns. But, we feel the strongest point of the YZ, like so many Yamahas, is one of reliability. Treated properly, they just seem to run forever.

Next month, see how the YZ125F stacks up against the rest, point for point. There *will* be winners and losers. □

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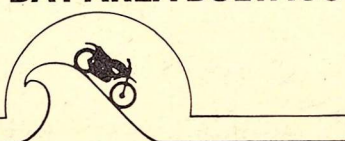
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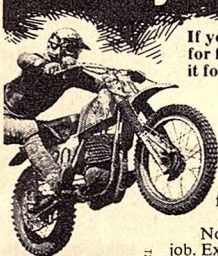
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1. AGE GROUP

- Under 16 1
- 16-20 2
- 21-25 3
- 26-30 4
- 31-40 5
- 41 or over 6

7. IF YOU COMPETE, WHICH TYPE?

- Motocross 1
- Enduros 2
- Trials 3
- Flat-track 4
- Speedway 5

2. ANNUAL INCOME

- Under \$10,000 1
- \$10,000-\$14,999 2
- \$15,000-\$19,999 3
- \$20,000 or more 4

8. DO YOU PLAN TO BUY A NEW BIKE WITHIN THE NEXT YEAR?

- Yes 1
- No 2

3. DO YOU OWN A MOTORCYCLE?

- Yes 1
- No 2

9. IF SO, WHAT MAKE DO YOU PLAN TO BUY?

4. IF YES, HOW MANY?

10. HOW MUCH DO YOU PLAN TO SPEND ON ACCESSORIES FOR YOURSELF AND YOUR BIKE DURING THE NEXT YEAR?

- \$0-\$50 1
- \$50-\$100 2
- \$100-\$250 3
- \$250-\$400 4
- \$400 or more 5

5. WHAT MAKE(S) DO YOU OWN?

- Honda 1
- Yamaha 2
- Suzuki 3
- Kawasaki 4
- Bultaco 5
- Montesa 6
- Ossa 7
- Maico 8
- Triumph 9
- Can-Am 10
- Harley-Davidson 11
- Rokon 12
- Hodaka 13
- Penton/KTM 14
- Husqvarna 15
- Other 16

11. IN ORDER, WHICH FIVE TYPES OF ARTICLES INTEREST YOU THE MOST?

- | | |
|-------------------------|-----------|
| A. Competition | 1st _____ |
| B. Technical/How-to's | 2nd _____ |
| C. New bike tests | 3rd _____ |
| D. Personality features | 4th _____ |
| E. Product evaluations | 5th _____ |

6. WHAT TYPE OF BIKE(S) DO YOU OWN?

- Trail/Enduro 1
- Motocross 2
- Street/Trail 3
- Trials 4
- Flat-track 5
- Speedway 6

12. IN ORDER, WHICH FIVE MOTORCYCLE MAGAZINES DO YOU READ MOST OFTEN?

- | | |
|---------------------|-----------|
| A. Motorcyclist | 1st _____ |
| B. Motocross Action | 2nd _____ |
| C. Cycle | 3rd _____ |
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